

RAEME

# CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 43

SUMMER 1999/2000





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### DEADLINE

10 March 2000

Please note: Photos should be in colour if possible, with caption included; if sent on disk they need to be scanned in at 300dpi and saved as JPEG or TIFF. Save your text in Microsoft Word. Send us your disk and photos and we'll take it from there.



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RAEME

# CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 43

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Cover: RAEME new Medium Recovery Vehicle in service at last



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**E**ditors and editorial boards in recent years seem to have had a very short life span as once again the management has moved from Melbourne back to Bandiana. My thanks to Major Graeme Toms and his committee for their hard work in producing the recent editions of our magazine.

As previously stated the lifeblood of our magazine are the articles, for without them there would be no magazine, so please note the deadline and get your unit in the news.

**Major Doug Gammon OAM**  
Editor

## AEME RAEME Associations and Kindred Organisations

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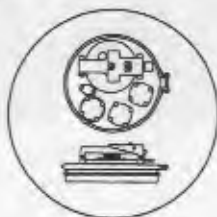
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VENTS



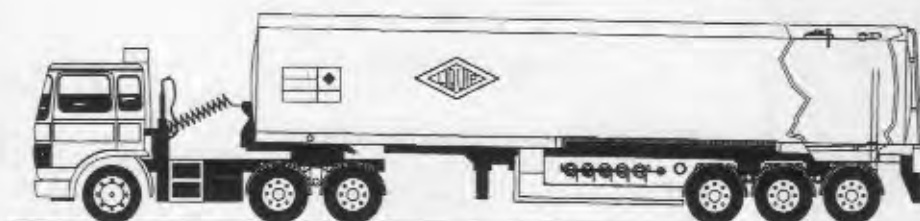
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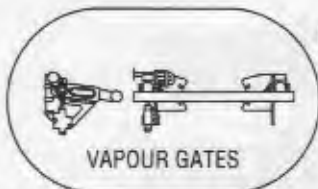


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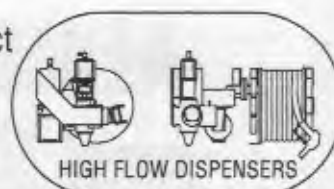
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# message from representative colonel commandant



by R.M. Millar, Brigadier, Representative Colonel Commandant RAEME

Once again we see Australian Forces deployed to a Theatre of Operations in response to a desperate humanitarian crisis and once again we see soldiers of our Corps responding with all the ingenuity and skill of their predecessors. It is heartening to know that despite the dislocations that invariably occur in warlike activities the RAEME soldier has the trade training and intellectual ability to produce effective improvised solutions when called upon. I am sure that those involved in Operation Warden recognise that they are writing another chapter of the Corps history and that they make every effort to capture their experience in writing and through the collection of memorabilia which can be preserved in the museum at Bandiana. All members of the Corps, past and present wish

those serving in INTERFET a safe tour and a speedy return home.

I recently visited the Directorate of Technical Regulation in Melbourne and received a briefing on the development of policies and responsibilities for the technical integrity of land materiel. Anyone who has drawn a repair part from a store having identified a part number in a IPB only to find it can't be fitted because the equipment has been modified knows of the importance of configuration control. But technical regulation goes further; it ensures that equipment is designed, produced, operated and maintained to approved standards, by competent and approved people who act as members of an approved organisation and whose work is certified as correct. Technical regulation is a multi faceted activity that permeates through any organisation not just the Defence Force and the degree to which it is successfully employed has a large impact on the effectiveness of the organisation and the wellbeing of its people. The task of reinstating an effective technical regulation system is one which requires perseverance and effort and I ask that all members of the Corps recognise the significance of this task and contribute to the implementation when the policies and manuals are published.

The Corps "Committee met at

Bandiana in late October. The key agenda items included the continuing development of the Corps Memorial; the annual Corps awards; reviews of Corps property, Museum displays, cataloguing of Corps Archives and RAEME Craftsman production; and contribution to the Commonwealth display in the REME Museum at Arborfield. In respect to this latter item the committee agreed to present to the REME Museum a display of Australian medals. Although nominations for RAEME awards this year were less than previous years I was heartened by the continuing high calibre of the men and women of this Corps. For those that have received awards in 1999 I express the congratulations of all members of the Corps. Your trade and regimental skills are of the highest order and reflect on your Corps, your unit and the Army as a whole.

With the fifty seventh anniversary of the formation of the Corps almost upon us we should all reflect on its achievements and the small part we may have each played. I am sure you will all agree that the outputs we could have each achieved individually have been significantly magnified by working as part of a team. A team of professionals with the sole purpose of "keeping the punch in the Army's fist".

*Arte et Marte*

## W02 Kenneth John MASON

9 October 1927-24 Jan 1999. Enlisted 1958 and discharged 1979. Served as an Artificer Armourer in 1, 3 and 4 Base Wkps, RTG and 12 Fd Regt.

## 64298 David Vernon BATCHELOR

Passed away 20 July 1999 in Brisbane. Served with A Sqn 3 CAV.

## NX318992 W01 JACK LUCAS

10 December 1913-14 June 1999.

## 53817 James (Jock) Thomson BUTCHART

Passed away in Perth recently. Served in South Vietnam.

## MAJ Peter JOHNSTON

19 December 1907-11 August 1999. Enlisted on 11 November 1937 as a Fitter and Turner into AAOC(P) (the predecessor to AEME). Ord Mech Br Darwin Mobile Force.



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# Cataloguing and Digitisation of the Army Aircraft Technical Dataset

## Introduction

Aircraft engineering drawings and related data are currently stored on a variety of hard copy media including paper, silk, aperture cards and microfilm. Design information is currently maintained on such media and attracts high management, access and storage overheads, over the in-service life of the parent equipment. The design data describes the aircraft type and makes up the Type Records of the aircraft. A strategy to reduce life-cycle costs and improve access time by scanning and digitising aircraft engineering drawings and associated data for electronic storage and access is currently being developed. The aim of this strategy is to standardise the conversion of drawings and related data into electronic format and to provide a technical specification and procedures for the establishment of user management and viewing networks.

Army Aircraft Logistics Management Squadron (Army LM Sqn) has a vision, that in a mature Type Record Design system, the engineering staff should be able to drill down through the layers of data to retrieve and display information (such as specifications, drawings, etc) on the desktop PC. This will enable substantially improved configuration management of aircraft and associated systems, faster and complete access to data for defect and rectification investigation and faster development of repair schemes, maintenance requirements and modifications. To achieve this vision, a powerful system needs to be in place. The easiest way to accomplish this goal would be to use the Configuration Item (CI) tree as the road map and stored all data under the applicable CI number. The Integrated Data Management System (IDMS) is the ideal vehicle to turn this dream into reality.

To reduce costs, effort, re-engineering, and to ensure commonality and compatibility, Army LM Sqn is currently rolling out the IDMS - Phases One and Two, and is working with Strike Reconnaissance Logistics Management Squadron (SRILMSQN), Amberley, in the future developments for Phase Three.

## Development of the IDMS

The architecture is based on the Drawing Management System (DMS) first developed and implemented by Computer Systems Australia (CSA) and Newcastle Office Machines (NOM) Office Solutions under contract to Tactical Fighter Logistics Management Squadron (TFLMSQN), Williamtown. Training Aircraft Logistics Management Squadron (TALLMSQN), East Sale, subsequently contracted CSA to improve the functionality of the DMS to include support for the existing RAAF Drawing Management System (RDMS) database. At about the same time DMMS-J1SA were proposing the digitisation of all Aircraft drawings using the DMS and were seeking input from all the Weapon System Logistics Management Squadrons. Then the SRILMSQN F-111 Special Projects (F-111SP) team was raised and CSA was contracted to further enhance the DMS to meet the new requirements, as determined by the F-111SP study. These enhancements enabled the processing of multiple card formats using a derivative of the commercial 'DOCU-Store' software (currently fielded by Siemens for the Army Project RAVEN).

This system is currently undergoing further development by F-111SP and Army LM Sqn, in conjunction with CSA, to establish a scalable solution able to be implemented at other sites with relative simplicity following a requirements analysis.

## Birth of the IDMS

The F-111SP was chartered to determine the data requirements for the support of the RAAF F-111 through to its life of type and locate and, where possible, acquire essential data (because of the withdrawal of the USAF fleet and the potential loss of support from the OEMs and other vendors). The DOCU-Store system provided the basic platform and the following methodology was employed to expand the system:

- Determine the CIs for the F-111 Weapon System
- Determine the Data requirements for each CI
- Catalogue the RAAF/DSTO/Industry data holdings
- Determine the shortfall in data holdings
- Procure limited amounts of data as necessary to provide future technical support to the aircraft

The aim of the IDMS is to provide a single library index that catalogues multiple data repositories, and provides a 'one-stop shop' for all data requests to assist RAAF, Army, Navy, DAO, DSTO and other contractor agencies. The data index is to link to digital documents so that a user can search for a document and then view it on screen.

## IDMS Roll Out Phases

The IDMS is rolled out in the following phases, after a requirements analysis study:

- **Phase 1 - Drawing Digitisation.** Provision of system hardware and IDMS software modules to allow aperture cards to be digitised to CD-ROM.
- **Phase 2 - Document Digitisation.** Provision of scanning station hardware and DOCU-Store modules to allow technical data and files to be digitised.
- **Phase 2A - CM Database.** A

Configuration Management (CM) Database is constructed. Other databases (Weight and Balance, Aircraft Structural Integrity, ELA, etc) are included in this system as stand alone.

- **Phase 3 - Library Development/Integration.** This phase will be broken up into several segments to allow for more readily identifiable milestones. The initial segment will be a requirements analysis study to define the Library Database structure that will integrate the drawing and document systems allowing technical data Drawing Management System functions. This breakdown is nominal and will be better scoped following the requirements analysis.

### IDMS Modules

The IDMS consists of the following modules:

- **Drawing Module.** The Drawing module consists of digitised aperture cards in Tagged Image File Format (TIFF) format viewed through a Web page front end. These images can be manipulated (rotate, magnify, despeckle, etc) and printed. The printing process automatically assigns a header and footer with information such as drawing number, revision, date printed, etc.
- **Document Module.** The Document module consists of digitised documents in multi-page TIFF format viewed through a Web page front end. The documents are catalogued in an SQL database and a variety of search functions can be performed (except on Text at this time, future 'on-the-fly' OCR software will enable these searches).
- **Library Module.** The Library module houses other items such as video, photographs, software modelling and documents in other locations (no image attached).

### The Data Acquisition Process

The data acquisition process is separate from the user interface. Army LM Sqn used the TFLM acquired aperture card scanners to digitise all of the aperture card drawings (371 772) and an A0 format scanner for the hardcopy drawings (approx 1000). Documents are digitised using a duplex A3 document scanner (estimated at 0.5M pages).

All single page documents/drawings are scanned as TIFF (ISO 12639) images, while multipage TIFF is the format used for all other documents. The digitised files are acquired by the workstation attached to the specific scanner and then sent to the server for backup. The Archiver 2 program developed by CSA is then used to import the raw

images and provides a variety of QA functions and data entry screens to allow population of the main IDMS database.

To process the drawings, Archiver 2 is linked to the Army LM Sqn RAAF RDMS which holds details of most of the drawings at Oakey. Drawings are automatically accepted (passed) if a matching record is found in the RDMS, otherwise the Drawing Custodian is required to review and reconcile the drawing. In the case where drawings are not in the RDMS, the images and data can still be imported into the system though the drawings are normally assigned a lower confidence level than data matched to the RDMS.

The document digitisation process is totally manual in that all document details are extracted from the document and entered into the database by the scanner operator.

The images, once accepted into the system, are stored on the computer server and are immediately available for on-line viewing via a Web Browser. When enough images are available, a CD-ROM is burnt and mounted in a jukebox. A backup CD-ROM is also burnt and stored in an off-site location as Duplicate Data Storage.

### Getting it all Online

The user interface to the IDMS is web browser based. The IDMS home page provides a user login screen and then flows onto the search screen. The user can then search for drawings, documents or library items using exact or partial field entries to narrow or widen a search.

Search results are presented and hyperlinks to digitised documents are provided. Drawings and documents can be viewed online using the 'TIFFSurfer' plugin which has the ability to print a header and footer on any page outputted from the system. In this way, if a user prints only part of a drawing, then full drawing identification data is printed as well. In addition, depending on the source of the image (ie. for drawings that are RDMS matched or imported from a JEDMICS source), the screen display is colour coded to show the confidence level of the data.

At present drawings, documents and library items are held on separate databases. However, once the CI management functions are added, they will be integrated. The success of this system hinges on being able to assign all items to one or more CIs. In addition, the system will provide the ability to build a full drawing tree with reference to next highest/lowest assembly. In this manner it will be possible to walk up or down the drawing tree and swap between drawing

tree and CI tree views of the dataset.

A security model is also linked to CIs. A user will be assigned to a user group and each group will be assigned to various CIs. A user will only be able to see database records and hence documents within the limit of the CIs assigned to their parent group. At the document level each user will have specific security and handling caveat rights. All documents in the system have provision for recording security classification, handling caveats, copyright, IP rights and data rights. Certain rights will be compared to the user's own profile to determine if they are permitted to view the images. When data is exported these rights will again determine if particular items can be given to a particular contractor or agency.

The major hurdle in bringing the system online will be the network performance. The user testing phase will commence following rollout of Project DIARY by F-111SP at Amberley. Users will be selected on the LAN (SRM-SQN); the BAN (501WG, 82WG) and other bases such as; Oakey, Richmond, Williamtown and Williams, to test system performance. Limitations may then be imposed and maximum file sizes will be set following this testing.

### Current Status

**Phase 1.** Aperture card scanning started at Army LM Sqn on the 10 May 99 and was completed on the 15 Jul 99. The travelling scanning stations left on the 21 Jul for Air Lift Logistics Management Squadron, Richmond and Quality Assurance (QA) completion is expected by 30 Sep 99. The QA process (programming templates to interrupt Hollerith code punching) is well underway with 23 680 cards outstanding (Chinook & Squirrel); Kiowa has 5 400 cards outstanding (the Kiowa cards have no Hollerith punching, so the QA process is card by card). The Three Black Hawk decks (UH-60, S70 and S70 History) are scanned and downloaded to CD-ROM in Raw format (no QA) awaiting arrival of the new Black Hawk deck from Sikorsky (leaving the USA factory 4 Aug 99). Upon arrival of the new deck, comparisons will be made to determine whether the QA process is required on the old decks (if not these CDs will become the back up copies of the old deck). The new deck is in JEDMICS format on CD-ROM and about 5 CDs are expected.

**Phase 2.** This phase is a follow on from the Type Record project and the document scanning commenced on the 22 Jun 99, with the completion expected by 29 Oct 99.



**Phase 2A.** In progress – information received from SRLMSQN is being utilised.

**Phase 3.** A planning conference was conducted at SRLMSQN on the 8/9 Jul and roll out is expected in Nov 99.

### Future Developments

The IDMS system – at least the drawing management part will be rolled out at Richmond this financial year with the potential of other SCA units in the future, funds permitting. Corporate sponsorship of this system is being undertaken by JLSA-DMMS while all development activities are being funded and managed within the F-111SP. JLSA-DMMS has funded the basic equipment requirements (hardware and software) for rollout of the IDMS at Army LM Sqn and ALLMSQN. The IDMS will be rolled out to the remaining SCA Units requiring the system, when funds are available.

The following functions of the IDMS concept are proposed and are currently being evolved by SRLMSQN:

- **Technical Data Library Management.** This system shall provide library functions for items contained within the Army LM Sqn Technical library and identification and location of items stored in remote data libraries. Library items may also include non-document

objects such as video/film, computer software and modeling, digital photographs, etc.

- **Configuration Item Management.** The IDMS shall incorporate a database system that provides for the selection and management of CIs within Army LM Sqn (by Weapon System). Within this system updates to the Configuration Status Accounting Records and other CM tables will be accomplished and reports will be generated upon request (eg Airworthiness Boards, CCBs, etc).
- **Online Digital Data Management.** The IDMS shall provide a secure online index system that provides authorised users access (can include contractors) to digitised data via the Defence intranet.
- **Technical Drawing Management.** The IDMS shall subsume the drawing custodian management functions presently provided by the RAAF drawing management system software package.
- **Type Record Management.** In conjunction with the CI management activities the IDMS shall be capable of managing type record data lists and data and provide links to specific configuration status accounting databases.
- **Technical Data Package Management.** The IDMS shall be capable of generating Technical Data Packs (TDP) for all

CIs managed by the system. These TDP shall allow for the export of all technical data library indexes and digital data contained for a particular CI. This system shall also allow for the import and export of JEDMICS (US Military) format datasets.

- **Linking.** The Linking of Emerald data, Omega and CAMM2 (CAMM/MARS) data is being reviewed to follow the example undertaken by MPLMSQN where each database exports data to a common tables for use by other configuration databases. This type of linking ensures the integrity of data and has no detrimental effects on existing data. From the system development perspective future developments will look at moving into spatial navigation systems (trees and imagemaps) instead of the traditional text search fields and delivery of pages or composite documents on request as opposed to whole documents.

The total IDMS package is expected to be completed at Oakey early next year.

For more information on the IDMS please contact the author (WO1 Peter Jones, Configuration Controller, Army LM Sqn) Phone: (07) 46917848 or E-Mail: [pgjones@raaf.defence.gov.au](mailto:pgjones@raaf.defence.gov.au). The author would like to thank Mr Terry Gunson (F-111SP Director) for his input into this article.

## ARMY APPRENTICES WEB PAGE



A Web page has been dedicated to the collection of Email addresses of Army Apprentices. A good way to catch up with old Mates.

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## RAEME CORPS DINNER



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A limit of 200 pers has been set and the cut off dates is 21st April 2000. No applications will be processed or money refunded after this date. All pers who require accommodation are required to contact the ALTC Accommodation Cell (02) 6055 2987 to book accommodation at Latchford Barracks.

Cheques for \$35 payable to 'RAEME Annual Corps Dinner Fund' should be enclosed with the form below and forwarded to:

THE RAEME CORPS DINNER TREASURER

Army Logistics Sgts Mess, BANDIANA

MILPO BANDIANA, VIC 3694

Dress: Mess Dress, White Jacket

A Corps Brief will be held at 0900 hr on the 5th of May 2000 at the Central Instructional Facility (CIF) South Bandiana. Please indicate attendance to allow for the seating requirements.

Dress: ASOD#4, Barracks Dress DPCU

POC: WO1 J. Smylie WO Co-ord (02) 6055 2193

Rank ..... Name .....

Unit ..... Phone .....

Corps Brief: ☐ Yes ☐ No

By Major Graeme Clement

# AEA: Restructuring — market testing

**The Army Engineering Agency (AEA) has a long and proud history in providing support to Army and the Australian Defence Force. Principally located at the Maribyrnong and Monegeeta sites for the last fifty years the Agency has undergone numerous control, name and organisational changes while providing a service that has been at the cutting edge of engineering and military technology.**

**A**EA was originally derived from the Mechanisation Experimental Establishment, (initially located in Seymour), set up in 1941 to test pilot models of vehicles and to gather information for development of improved products. A project of the time was the development of the Australian

cruiser tank (AC1), of which sixty-five were eventually manufactured. This project was particularly noteworthy as there was neither an automotive manufacturing industry in Australia at the time, nor suitable tank designs which could be adapted to Australian use. The organisation had a significant involvement in

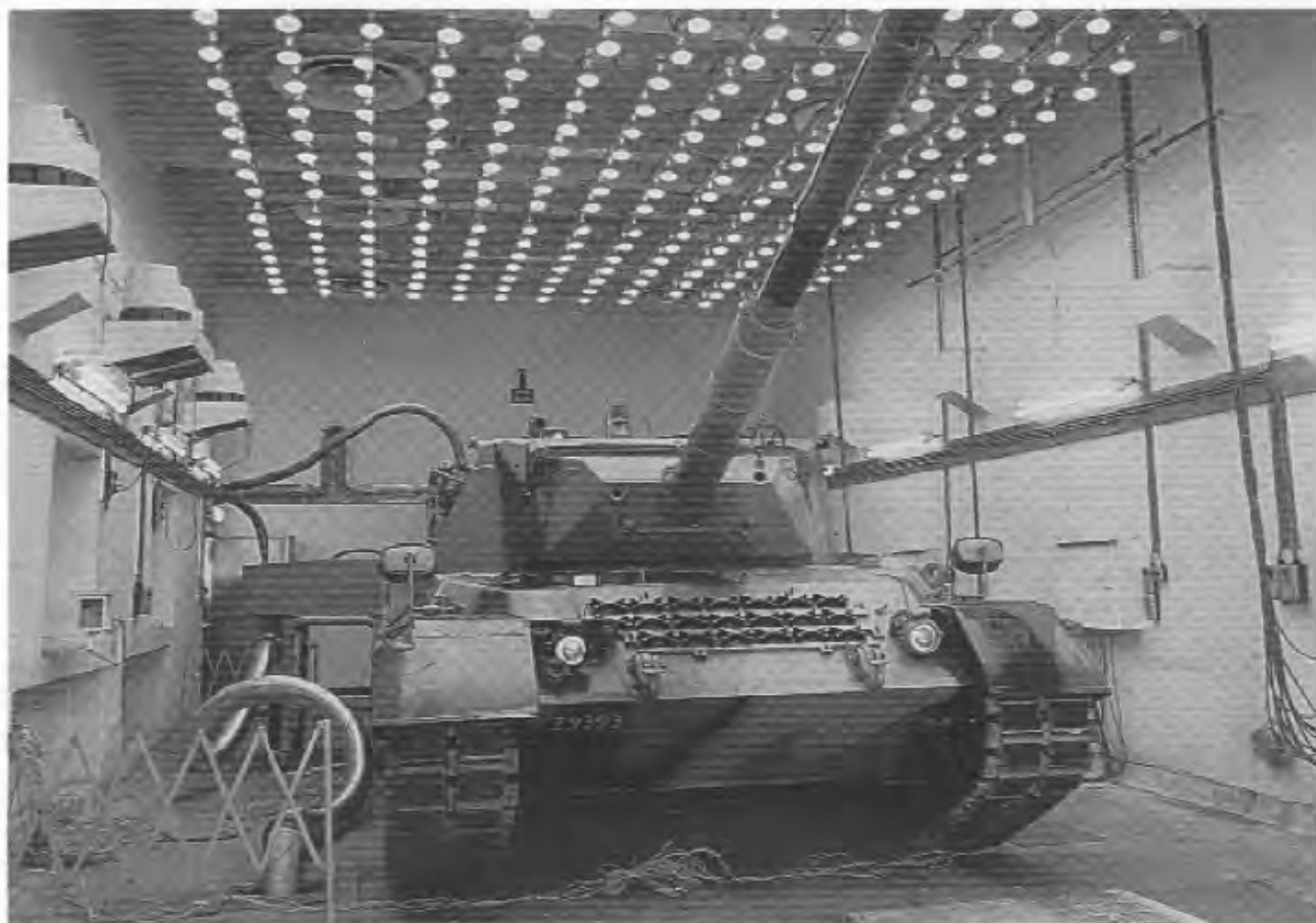
Australia's war effort in weapon, vehicle, communications, electrical, radar and general military equipment development and testing.

From 1950, the Army Design Directorate, as it had become known, became the Design and Development Directorate, Technical Services Establishment, occupying the present Maribyrnong site in 1953. The new organisation continued technical developments in armaments, automatic weapons, rifle design, vehicles, telecommunications and general engineering.

In 1959 the Army Design Establishment (ADE) was born, following transfer of the Design and Inspection Branch (back) to Army control. Its role in broad terms was to provide electrical, mechanical, and armaments engineering services in order to ensure that weapons and equipments procured for the Army were effectively and economically engineered to meet Service requirements. During the period 1959-1974 the Establishment was involved in tropical trials, a variety of armaments, vehicle and AFV developments, and communications, electrical and electronic investigations. During this period ADE had a significant role to play in identifying the Leopard AS1 as Australia's main battle tank and also in endeavouring to develop a uniquely





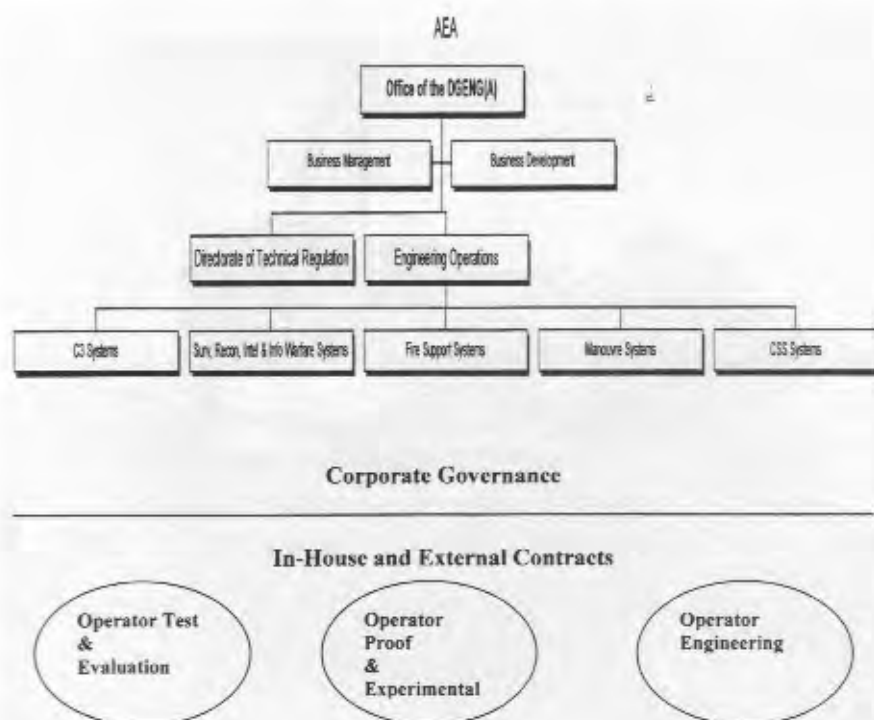


Australian 4X4, one ton GS vehicle. Cancellation of the latter project was attributed to 'continuous escalation of costs'. Australia's war efforts in Asia during this period were ably supported by ADF.

Reorganisation of the Department of Defence in 1974 saw the change to Engineering Development Establishment (EDE) under control of the newly formed Defence Science and Technology Organisation. EDE was

expected to respond to requests for technical support from all Services, not just Army. This was not a new concept given its earlier support to Navy and Air Force. During this period Army adopted a policy of seeking to satisfy its materiel acquisitions from the developed products of overseas industry, particularly if these were in service with ABCA armies. Consequently, EDE devoted a higher proportion of its resources to the evaluation of contending equipment rather than to ab initio development. The Establishment provided support to armament, vehicle, communications, electrical, electronic and general engineering developments throughout the acquisition phases.

EDE was not exempt from change. It experienced a number of reviews of its functions, tasks and operating methods, and settled on a revised structure of matrix management. With a matrix system of project leaders and multi-disciplined project teams the organisation adopted a strong customer focus. The culmination of this was the change of name to the Army Technology and Engineering Agency (ATEA) in October of 1994. ATEA continued to provide the same range of services EDE always had, but with multi-disciplined project teams,





working to a nominated project leader.

On 18th December, 1998, under the direction of MAJGEN Haddad, SPT-COM(A), the Army Engineering Agency (AEA) was established as an integral agency of Support Command (Army). AEA began with the structure of the former ATEA, supplemented by elements of Bandiana Logistic Group and the former Directorate of Maintenance Engineering (DME(A)). These elements provided the basis for the development of the Directorate of Technical Regulation (Army) (DTR(A)), and provided additional capability to AEA through the transfer of DME(A)'s Reliability, Availability and Maintainability (RAM) Section and Bandiana Logistic Group's Materiel, Maintenance & Design (MM&D) section. In addition to the change of name the title Commander ATEA became defunct, to be replaced by Director General Engineering (Army), encompassing greater responsibilities for staff advice to Chief of Army. From limited beginnings AEA has become a substantial and important unit located across several states, providing a range of services not only to Army but the whole of Defence, and Defence clients.

To meet the challenges of the future,

and in order to deliver the best possible support, AEA has reviewed and restructured its organisation to one more robust and better suited to the needs of Defence. In addition, the restructured AEA is undergoing a Competitive, Tendering and Contracting (CTC) program to assess the effectiveness and effi-

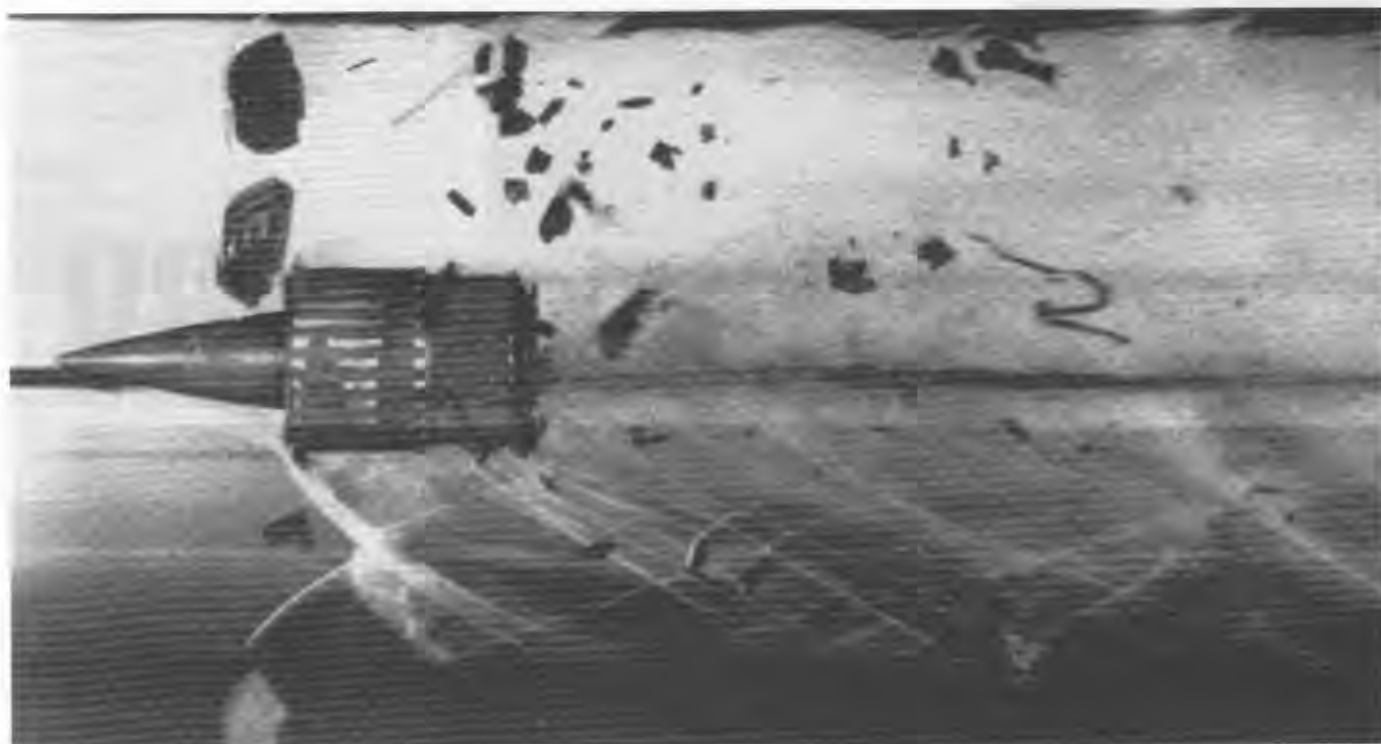
ciency of providing a service from within SCA compared with alternative providers in the private sector. These changes are more than merely cosmetic; instead they symbolise a new emphasis by the Army on the importance of employing engineering and associated disciplines in all stages of materiel acquisition and support to ensure that equipment is fit for its intended purpose and safe for use. With the demise of DME(A), AEA is the sole source of independent engineering advice within Army. The DGENG(A) now has the responsibility for providing assurance to the Chief of Army on the technical integrity of Army's equipment. Consequently, the work of AEA will be refocused towards providing timely and accurate engineering advice throughout all stages of the materiel cycle to support the requirement for equipment to be fit for purpose.

On its inception, AEA followed the structure of ATEA, with the additional components amalgamated into the existing organisation. The new organisation included two additional elements, Technical Regulation and Quality Assurance, and added the RAM Section to the Mechanical and Vehicles Engineering Unit. The remainder of the organisation, and its roles and functions were unchanged.

The new AEA structure, Figure 1, aims to enhance responsiveness and accountability in the delivery of engineering products. AEA therefore has reduced its structure from nine units currently in engineering division to five capability areas. The outputs of the new







areas will be realigned with Battlefield Operating Systems. The matrix management system will be maintained but project leaders will be more directly accountable to and supported by the capability managers. The elements above the dividing line represent the core elements identified as corporate governance. Those below the line represent possibilities of using in-house or external providers of services. The smaller corporate governance elements of both PED and Laboratories Division will be integrated into Engineering Division which will be retitled Engineering Operations to reflect its core role in delivery of engineering services.

It is the vision of the DGENG(A), Brigadier Colin Sharp, that AEA will be a best-practice engineering organisation by December 2001, delivering technical integrity to the Army through the timely application of technical regulation and engineering support. The new organisation balances new skills and proven experience with military systems that will foresee the needs of Defence and develop the necessary intellectual capital in time to apply it. In developing and delivering its products, AEA will be using its own intellectual capital or choosing from competent service providers that have been selected as a result of the Competitive Tendering and Contracting process.

The restructure of Engineering Division will provide more accountability for resources and greater responsiveness to a broader range of customers. This will see a move towards a land capability

based organisational structure with Program Managers taking responsibility for achievement of client outcomes.

To develop a forward-looking capability which will advise DGENG(A) on the strategic development of AEA, a Business Development section has been formed from the existing Operations Division. Business Development has the potential to offer the most benefit in the transformation of AEA through the continual assessment of customer needs, the marketing of AEA's capabilities to ensure maximum utilisation and the development of strategic plans to match identified shortcomings in capability and highlight areas of good and poor performance. The new section will provide a means of continually revitalising AEA and maintaining its relevance to Defence.

The remainder of Operations Division will concentrate on the day-to-day management of the organisation and be retitled as Business Management. The new Office of the DGENG(A) will cater for the additional staff responsibilities not previously assigned to the Commander AEA.

In parallel with the AEA restructuring is the implementation of the Competitive Tendering and Contracting program, otherwise known as the Commercial Support Program. CTC means that some functions performed by AEA will be tested against the market place to determine the most efficient method of delivering that service, whether that be internal or from the private sector. This will involve the market

testing of both the Laboratories and Proof and Experimental Divisions combined, followed by Engineering Division, and will act as a catalyst to enhance performance of the Divisions and improve AEA's flexibility to adapt to changing demand. The CTC process has proved to be very complex, involving a large range of issues, while imposing a significant resource load, and will have significant impact upon the future structure and operation of AEA.

Restructuring of AEA is necessary to achieve the organisation's visions and improve performance by enabling key processes. However, restructuring alone will not provide the complete answer. AEA will be developing a new cultural behaviour and the necessary competencies for the future. The behavioural traits necessary for the success of AEA are common to other professional service providers; they are timeliness in delivering services, completeness, consistency, accessibility, accuracy, responsiveness and courtesy. The coming year will see AEA working hard to inculcate the required style. Similarly, it is important that AEA ensures its maintenance of the optimal level of intellectual capital by developing strategies to ensure that its staff is at the forefront of engineering best-practice. AEA has dealt with the tumultuous changes that have so far occurred. The transformation of AEA to AEA, the addition of new responsibilities for technical regulation and the impost of market testing are enormous challenges. AEA will succeed with those challenges and continue to serve.

## First with the MRV

**The UL2450 (Medium Recovery Vehicle) has finally arrived and the initial conversion course has commenced. The 1/99-00 Trade Testing Officer Conversion Course (TTO) is well underway and has given the vehicle a resounding 'thumbs up'.**

**T**he members of the course are WO2 D. Pammenter (9BASB), WO2 W. Elliott (3 Recov Coy), SGT W. Briggs (SLG-P), SGT C. Conn (3 BASB), SGT Jack (DNSDC), SGT P. Ryan (ALTC). Instruction by WO1 P. Sandilands, SGT P. Sumison, SGT I. Macdonald, Mr Craig Butler from Daimler Chrysler, Mr Wayne Luck and Mr Nigel Lott from Evans Deakins Industries.

The aim of this course is to train selected key personnel as regional trade testing officers who, once qualified, return to their respective units to conduct training of all other recovery mechanics and maintenance crews.

A retrial of capabilities by the trainees has seen the vehicle and staff tested to their working limits. Although the MRV was extensively trialed by qualified Recovery Mechanics (and a good thing, as the end user had extensive input) the course found that a good sense of humour and a sturdy crow bar can fix almost anything; however some technical developments during training have led to the renaming of certain components:

- The Sumison Cap;
- The Ryan Remote Throttle;
- The Conn Tensioning Device and
- The Jacko Extension Plug.

The air conditioned cabin, the central tyre inflation system, remotely adjustable headlamps, the sound system that would make a DJ green with envy, together with many other extras too numerous to mention, in the opinion of the very first MRV TTO course, give the MRV the seal of approval.

### Role

The MRV is designed to recover the Perentie and Unimog fleets of vehicles. It has limited capability to recover and flat tow the new infantry mobility vehicle the Australian Defence Industries (ADI) Bushmaster.

### Manning

The vehicle is to be crewed by two qualified Recovery Mechanics ECN 226.

### Description

The MRV consists of these major sub-systems, the cab-chassis, the crane and the recovery system.

### Vehicle Cab - Chassis

The MRV utilises a Mercedes Benz (Daimler Chrysler Australian/Pacific) Unimog, 6x6, U2450L Cab/Chassis, with an inter-cooled turbo charged in-line (6) cylinder diesel engine. The vehicle has a standard eight-speed transmission with an 'Auxiliary Working Gear' operating through a splitter transmission (32 forward gears). To further aid mobility, the vehicle is fitted with a Central Tyre inflation system which can raise and lower the tyre pressure from the drivers seat whilst the vehicle is moving.

The technicians attending the course believe this vehicle has the cross-country



WO2 Doug Pammenter being trade tested in shovelling techniques



capabilities compatible with any armoured vehicle and easily outperforms the B Vch fleet for performance and crew comfort.

### Crane

The Knuckle - Boom Crane is a Palfinger PK370067 mounted immediately behind the cabin. Crane operator controls are located to the rear of the cabin above the main boom. It is operated from the cupola.

### Recovery System

The recovery system is Australian developed and manufactured by Evans Deacon Industries (EDI) in Qld. It consists of twin, hydraulically driven, Sepson H120P two speed winches (limited to 8 Tonne each) mounted on a hydraulically driven elevating towing boom. The boom is fitted with a 'stinger' towing assembly allowing lift tow capability. Spade anchors are attached to the chassis to provide stability and in-built earth anchor for the vehicle during operations operator controls for the recovery equipment and spades are located at the rear of the vehicle with an additional remote control unit mounted in the rear left hand side storage cabinet on a 30 metre cable.

### Current Situation

Final production approval was granted in Dec 1998. The first vehicle commenced production in July 99 and was delivered to Recovery Wing, ALTC in Oct 99. The MRV is being introduced into service during the period Sep 99 - Nov 00.



1/99 - 00 TTD MRV CSE

### The Past

After many years of working with a recovery vehicle that was very fast declining in performance, availability of repair parts, and recovery improvisation expedients to provide the recovery support required.

The MRV represents a significant step forward in technology from the agricultural equipment currently in use.

It has been almost 15 years since the retirement of the international F1 & F2's

fleet and many tears were shed. However the F5 Twin-Boom wrecker has remained in service until now, and will do so until the MRV's are all issued.

The International family of vehicles were designed and built in Australia and served the Army exceptionally well including active service in South Vietnam. Now with the pending retirement of your 'twinny' it is hoped it will be given the farewell it deserves, after so many extended years of distinguished service.

A group of experts, who had hands on experience got together, and their ideas have become a reality.

The DAO Project Manager, MAJ K Marchal, is one of the major agencies responsible for the procurement and final product which is now known as the new MRV recovery Capabilities.

Many dedicated personnel have had a hand in the evolution of the MRV over the past 11 years. A special mention must be given to WO1 Peter (Sandy) Sandiland who has contributed much to the success of the project.

### The Future

The MRV has eventually arrived and is a welcome change in events for recovery technicians. There are still some hurdles to overcome, capability restrictions on the Heavy Recovery Vehicle, Trailer-Recovery Heavy 20 Tonne, Combat Radio Fit, the pay case postponement, the trade training review, Gres Training issues, etc

'However, at the end of the day ...'



Where do all these bits go? - 'Too many bits'

# Technical Regulation of Land Materiel

**This article is part of an ongoing series which will outline the development of the Technical Regulatory Framework for Land Materiel.**

The first part of this article describes the Directorate's goals and structure for those that missed the last article, while the second part describes the developments in the draft DI(A) Technical Integrity of Land Materiel, and the Technical Regulation of Army Materiel Manual (TRAMM).

## Directorate of Technical Regulation (Army)

The role of the Directorate of Technical Regulation (Army) is to enhance the combat effectiveness of the Army through the technical regulation of Land materiel during acquisition and in-service management. Technical regulation will provide Chief of Army with the assurance that Land materiel is fit for service and safe for use.

The key goals for the Directorate are:

- To develop, implement and manage a technical regulatory framework (TRF) for Army.
- To develop and promulgate Army technical data management policy.
- To develop and promulgate Army engineering policy including Quality Assurance, System Engineering, Configuration Management and RAM policy.
- To develop competency standards, Qualifications and Training requirements for positions within Army's engineering and technical chain of control. The Directorate consists of 19 personnel commanded by COL David O'Brien. The organisation is divided into five sections namely:
- **Technical Regulation Section.** This sec-

tion is responsible for the development, implementation and ongoing management of the regulations. The section will also be responsible for issuing Engineering Authority on behalf of the DGENG(A).

- **Technical Data Management Policy Section.** This section is responsible for determining the type, range and standards of technical data to be maintained and used by all organisations responsible for land materiel.
- **Competency Section.** This section is responsible for developing and maintaining competency profiles, qualifications and training requirements for positions within Army's engineering and technical chain of control. This includes developing career profiles for engineering and technical personnel and undertaking audits of competency standards for prescribed personnel.
- **Compliance Section.** This section is responsible for developing and managing compliance audits of organisations to ensure compliance with the regulations.
- **Quality Assurance Section.** This section is responsible for developing and managing the quality assurance (QA) policy and procedures for Army. This section is also responsible for reviewing and maintaining a list of current standards applicable to QA, and for ensuring Army's policies interface with joint QA requirements.

## Technical Regulatory Framework Documentation

A DI(A) Technical Integrity of Land

Materiel is currently being drafted and it is proposed that this document will be presented to Army Office, for staffing to the CA for signature, by the end of November this year. The DI(A) will cover:

- the fundamental principles of technical integrity;
- the technical regulatory framework (TRF);
- management of continuing technical integrity;
- certification requirements;
- audit requirements; and
- delegations and responsibilities.

The document is currently at Version 3 and will be released for comment, firstly to the Project Assurance Board, then to as wide an audience as possible. If you would like a copy please email MAJ Williams (address at end of article) and a copy will be sent to you, when available.

In addition, policy guidance will be available in a new manual being developed which is titled *Technical Regulation of Army Materiel Manual (TRAMM)*. A proposed structure for the Manual has been determined. The structure has been designed to modularise the contents making the Manual simple to use and quick to find information. The Manual has been divided into five sections:

- **Section 1 – The Technical Regulatory Framework.** This section provides an overview of the TRF and the principles underpinning the framework. It also contains information which is generic to the whole framework, such as levels of engineering competence.



- **Section 2 – Engineering.** This section provides guidance to those organisations responsible for engineering activities. It outlines how to achieve the assignment of Engineering Authority, it outlines the design change management process, substitution of technical components, defect reporting and details engineering within the acquisition process and inservice process in detail.
- **Section 3 – Materiel Maintenance.** This chapter focuses on the main aspects of materiel maintenance, including the process to achieve the assignment of Maintenance Authority, certification requirements, and the process to follow for the local modification of equipment.
- **Section 4 – Integrity of Supply.** This section will focus on the quality assurance aspects of the production/supply system.

- **Section 5 – Compliance.** This section outlines the audit process which will be instigated to ensure organisations remain compliant with the regulations. The draft TRAMM will be available for comment by December this year, with a proposed signature date of February 2000.

#### TRF Roadshows

During August/September roadshows were conducted to Sydney (TC-A, LC-A, and the LSF), Brisbane (DJFHQ, 7 TF, SEQLG) and Darwin (1 Bde, JLU-N). Townsville was also to be visited but a convenient time for 3 Bde could not be identified. The Commanders and key staff of all HQ and units were briefed on the developments of the Technical Regulatory Framework and the expected impact the regulations will have on them. Another round of trips will be conducted during March /

April of next year which will detail the current developments of the framework, and the proposed implementation strategy.

#### DTR(A) Homepage

A home page for DTR(A) has been developed as a source of up to date information on the technical regulatory framework. When placed on line it will form part of the AEA home page structure. It is proposed that the home page will be online by 11 Oct 99.

#### Contact Details

Information on the Technical Regulatory Framework, the DI(A) or the TRAMM can be obtained on the DTR(A) homepage (available in October through the AEA or SCA(A) homepages) or by contacting MAJ Peter Williams ph: (03) 92827546 or email: pwilliams@mea.mat.armydefence.gov.au

# Long live the Craftie

by WO2 Jeff Maurice ASM 21 Const Sqn

**A**fter spending 22 years in the ADF the first four as an Army Apprentice (33rd VM) the remainder in RAEME, I am very pleased to say the RAEME Craftie is alive and well.

You may be asking yourselves what is he on about.

I have been a part of the Army Apprentice scheme and seen the Adult Tradesman scheme and in recent years I have served as a Training Warrant Officer overseeing the ATTS. As the ASM of a WKSP I was becoming deeply concerned that our Crafties may be becoming more like parts changers than tradesmen. It has long been a passion of mine to give our Crafties the broadest experience base possible, and to instil in them the will and the desire to have a go.

The main aim of any tradie worth his salt must be to get the equipment going and to give it back to the operator in a safe and useful condition as soon as possible. If this means making an interim repair while waiting for the parts to arrive, then so be it. The tradesman and their supervisors should plan the repair, bringing the equipment back to its original condition at a time when the replacement part is available or when the task has been completed

and the equipment can be spared.

My recent experience with US Marines on Ex CROC 99 has re-affirmed my trust in our tradesmen.

Those of you who have not experienced the US Military, may be surprised to learn that they draw their maintenance staff from the operators within their Corps, and train them for a whole 8 weeks, giving them their basic grounding to be a technician.

The US Marine group that I had contact with came direct from Okinawa and brought with them all manner of weird looking Engineer equipment that looked like it would have been at home in the 60s TV show the *Thunderbirds*. Their equipment was in a fairly poor state of repair and their logistic support (RPS) was yet to be established. Their MT (Motor Transport) and HE (Heavy Equipment) technicians spent the first two days looking at all the gear and trying (mostly in vain) to get them running.

#### Time to bring in the RAEME Craftie

The Wksp Tp was tasked to provide whatever assistance they could to get the Yanks going.

As very little of the equipment resembled any of ours, parts were out of the question. The Marines MT and HE technicians had a go and I am not being

unfair, for the most part they were out of their depth. So bring in the RAEME Craftie, I can say that I was impressed.

The problems ranged from electrical faults, loose wiring, alternators with broken wiring, engine oil leaks, to brake air lines that were being burnt because of exhaust leaking directly onto the plastic air line. With no parts to replace components or to repair blown exhausts, most of their equipment was destined for the Croc Park while the US got their credit cards authorised and waited for the parts that weren't avail in Aust to be flown in.

I am unsure whether it was the challenge to work on these monstrosities or the chance to show our visitors how skilled we were but the Crafties (at all ranks) of 21 Const Sqn Wksp Tp had a damn good go. Although they didn't get everything going (1 heavy transporter with a burnt voltage regulator) they certainly overcame the obstacles. They were ingenious and used their initiative, which gave the Yanks a hell of a lot more of their equipment to use than what they were going to get from their own maintenance crews.

This surely is the true value of a RAEME Craftsman.

Well done, Long Live the Craftie.

## "The Lord Helps Those"

By combining boundless enthusiasm with the high degree of technical skill, SGT Jim Summers of Seymour, Victoria, and his eight craftsmen of the RAEME (Royal Australian Electrical and Mechanical Engineers) Section, attached to 2 Battalion, Royal Australian Regiment in Korea, have increased the fighting efficiency of their battalion.



RAEME 2 RAR, left to right: Don Wilson (Stm), Len Crossley, Busty Snelling, Jim Summers, Viv Lowery, Jack London, Jack Kelly, Ted Lawson and 'Le Soup' (KSC). Taking photo Ron Smith, missing Jack Sharp and George Collins

Back in Australia Sergeant Summers is a member of the Institute of Automotive Mechanical Engineers. So as to understand the full significance of the achievements of his section, one must bear in mind that this small detachment is designed and equipped to carry out minor repairs only on such small assemblies as carburettors and distributors. More complicated repairs and work on larger parts go to the heavily equipped workshops to the rear, up to ten miles from the battalion.

This process takes time and uses up manpower. When a unit is actively engaged against the enemy the factors of time and availability of men are often the essence of the contract. Jim Summers' gang have, by hard work, skill and improvisation, very often avoided the necessity of sending damaged vehi-

cles to the rear, thus saving time and manpower, lessening traffic on the crowded supply routes, and easing pressure on the busy rearward installations.

For instance they have done a clutch change in the line, involving the removal of the vehicle's engine. This was done in five hours when the unit was hard pressed and needed every bit of

equipment on its books. Naturally the heavy motor could not have been removed by hand, and the job, was only possible because the men had built themselves a gantry which was fitted to one of the Battalion's ordinary trucks.

With this home-made mobile crane they were able to do many break-down recovery jobs which otherwise would have involved sending for a special vehicle, waiting until one was available and had travelled perhaps miles to where it was required.

In positions where the roads were under observation of the enemy the delivery of supplies of ammunition, food and water and the one hundred and one other items required by the Infantry unit in the line could only be effected at night and without lights. The roads are rough and hastily built, often wet and slippery and without safety fences, climbing and winding over mountains that would be considered out of the question by civilian standards. But these supplies, the lifeblood of the fighting Army, have to be got through and are always urgent.

It is natural under these circumstances that a percentage of the delivery vehicles get into trouble. No matter how proficient and careful the driver, a wheel goes down a deep roadside gutter, a truck slides completely off a narrow track, or a



Work yard, Kansas Line, December 1953



The Recovery Vehicle, Ron Smith driving



vital motor part shakes itself out of action over the rough surface.

This is where Jim's organisation came into its own. They had a drill worked out to cope with such emergencies. Every night from dark to dawn he had two craftsmen standing by at the battalion Command Post. They worked like a fire brigade. The minute the signal came through to HQ that a vital vehicle was in trouble the standby men jumped aboard their home-made break-down recovery wagon. In the dark and often under shell fire they made their way to the scene of the trouble. If they had to leave the road for an even lesser track one of the craftsmen, with a white sheet attached to his back so that he could be seen in the dark, would walk ahead feeling out a path with the wagon crawling along behind. This was slow, tense work taking sometimes two hours to cover a mile. The 'eager beavers' of the RAEME Section have rescued as many as eight vehicles this way in a single night.

## 2nd Bn RAR RAEME Det Korea 1953/54

**Original Members:** Moved from Puckapunyal to Sydney by rail, then sailed to Pusan, Korea on SS *New Australia*, March 1953. (Final known rank in brackets after name.)

(VM) 32350 SGT J.E. Summers, BEM – (WO1 Art Veh); (VM) 210707 CPL D.P. Snelling, posted to 16 Inf Wksp May 1953 – (SGT VM); (VM) 310946 L/CPL R.W. Smith, promoted CPL May 1953 – (WO1 Art Veh); (VM) 310060 CFN W.C. Sharp, promoted L/CPL May 1953 – (CPL VM); (VM) 33471 CFN J.L.



Left to right: Ron Smith, Jim Summers and Viv Lowery, Kansas Line, June 1953



RAEME stores truck, A Ech, May 1953

London – (SGT VM); (VM) 11405 CFN V.R. Lowrey – (WO1 Art Veh); (VM) 11285 CFN W.L. Crossley – (SGT VM); (VM) 33472 CFN J.R. Kelly, RTA Compassionate Posting May 1953 – (SGT VM); (VM) 23428 CFN G.W. Collins.

**Replacements:** (VM) 11656 CFN R.F. Sheriff, posted in Ex Aust approx July/Aug 1953, replacement for CFN J.R. Kelly – (WO1 Art Veh).

**Miscellaneous Attachments:** 4400262 PTE E.D. Lawson and 1981 PTE D.T. Langton, both civilian motor mechanics and loaned RAEME Det from Bn approx July/Aug 1953; 31456 PTE D.H. Wilson – Tech Stmn Att from Bn QM.

**Armourers:** (ARM) 311045 SGT A.E. Deacey; (ARM) 33185 CFN H.A. Hosking.

**Note:** The Vehicle Section remained with the Transport Platoon and operated from A Echelon, and the Armourers remained with the QM and operated from B Echelon. I have been told that Jim Summers is deceased, Len Crossley, who I see from time to time, lives at Aspley Qld, and I live in retirement on Bribie Island. The remainder I have no knowledge of state of health or whereabouts.

## Vehicle Establishment 2 RAR 1953/54 Korea

Truck 1/4 ton GS GPW – 68; Trailer 2 Wld 8 Cwt (Aust) (four fitted with 80 gallon water tanks) – 68; Truck 3 ton GS Cargo (Bedford QL) – 22; Truck 2 1/2 ton GS W/W (GMC) – 7; Truck 400 gallon water (Chev) – 4; Truck 1/4 ton F/W Amb frame – 6; Truck 4x2 4-berth Amb (Austin) – 1; Carrier Amb (Bren Carrier) – 1; Truck 3 ton GS W/W (Guy

Vixen), a delightful vehicle, supposed to be Recovery Vehicle, passed off to the Hygiene Section – 1; Truck 1/4 ton GPW, rear seat removed fitted with arc welder, driven off t/case pto, engine F/W Governor when welder. This vehicle was produced in Australia and sent to Korea for trail. Terrific asset to RAEME; Guns 17 PDR anti-tank – 6; numerous petrol engined battery chargers, generating sets, hydro burners, the YMCA reps and KSC Coy OC's jeeps.



Work tent, Kansas Line, December 1953

**Note:** The Anti Tank P1 was disbanded as such, and converted to a Rille P1, as the Chinese were not operating any Armour at that time, and the AT Guns parked at B Echelon, RAEME took over one of the GMC 6x6, fitted it with an A Frame Crane and used it as our Recovery Vehicle (the GMC were tractors for the AT Guns). The QM claimed we had 120 vehicles on charge plus 68 trailers. From memory I can only come up with 111, I think he may have been counting the AT Guns and a couple of vehicles surplus?

by P. Rocco WO2, EESWALTC

## RAEME in space (almost)

### RAEME's commitment to the Joint Defence Facility Nurrungar

**For the past 29 years some members of the Corps of RAEME have taken the unusual posting to Woomera, South Australia.**

**S**ituated in the states north, the Joint Defence Facility Nurrungar (JDFN) 'spy base' was the United States main early-detection station for missile launches. The base was officially closed on the 12th Oct 1999, at a parade and ceremony conducted in the main streets of Woomera. Many past and present personnel attended the ceremony. Along with the closure, 1 Joint Communications Unit (1JCU), and the USAF Space Command, 5th Space Warning Squadron (5WSW), will also disband/relocate by the end of this year.

Until now, the golf ball-like radomes a few kilometres from Woomera have been the only visible clue to the controversial base's existence. Nurrungar is a joint defence base, operated by the US and Australian Governments, which detects missile launches using JDFN controlled surveillance satellites. Nurrungar played a vital role in detecting Scud missiles launched by Iraq during the Gulf War.

The Corps of RAEME has had a strong maintenance and representational role within the JDFN by providing Artificers and tradesmen with electronic and radar skills.

#### Personnel posted to 1JCU

*Note: this was compiled from available data and is missing the earlier years*

Rank	Surname	init	Number	From	To	Role
SGT	Chitty	BL	56471	Jun-81	Nov-84	SRS
SGT	Peiniger	SM	1201772	Jul-82	Jul-84	SRS
WO2	Martin	RA	314461	09-May-84	Apr-86	CoM
WO2	Chitty	BL	56471	Mar-86	Mar-88	CoM
CAPT	Rogers	DJ	178755	Sep-87	?	
WO2	Fraser	N	224682	22-Jul-91	05-Apr-93	CoM
SGT	Minato	R	318539	22-Jul-91	11-Dec-91	SRS
SGT	Carberry	D	226854	11-Dec-91	12-Jan-94	SRS
WO2	Carpenter	E	317645	13-Apr-93	02-Mar-95	CoM
SGT	Barney	D	4401129	12-Jan-94	13-Jan-97	SRS
WO2	Downs	B	321145	29-Mar-95	13-Jan-98	CoM
SGT	Rocco	PM	554209	13-Jan-97	18-Jan-99	SRS
WO2	Maynard	G	7173	13-Jan-98	25-Oct-99	CoM
SGT	Kerr	D	455300	18-Jan-99	25-Oct-99	SRS
MAJ	Thompson	M		Jan 95	18 Jan 97	
SGT	Rusack	P		1984	1985	SRS

Those personnel lucky enough to be posted to the remote locality had a unique opportunity to work in key areas of the installation. They have been employed either beside or in control of their USAF, RAAF and civilian counterparts in the day to day running and occasional repair of the secret satellite ground station.

The role of 'Chief of Maintenance' (CoM) equated to the ASM of a workshop although, utilising the USAF system of documentation and personnel management. Sections under the CoM's control included:

- PMEL (Calibration);
- Data Reduction Centre;
- Computer Maintenance;
- Computer Programming;
- Telephone Maintenance;
- Network Administration;

- SATCOM (satellite communications);
- Satellite Readout Station;
- Patch & Test (circuit configuration);
- Maintenance Control (scheduling and production control); and
- Maintenance Support (regulatory authority, like a mini MAS).

The position also incorporated those tasks required of a CSM for 1JCU.

The role of NCOIC of the Satellite Readout Station (SRS) incorporated the management of four mixed shifts, comprising of RAAF, USAF & Boeing technicians. Their tasks involved the reception, decoding and recording of mission data, plus a range of preventive maintenance inspections and adjustments. The NCOIC SRS was responsible for the conduct of repairs and operation of the receiving 'golf-balls' and for providing further technical advice on the equip-



DSP satellite





Nurrungar by day



JDFN by night

ment to either the Commander or his Crew.

Both roles involved a steep learning curve, having to wade through the USAF layout of the various publications, policies and doctrine. Additionally, incumbents needed to understand the rank structure and equivalents to the ADF, their promotion reporting system and of course a very different supply system.



LJCU, USAF and civilian members of the JDFN

### JDFN History

On 1 July 1970, the Joint Defence Space Communications Station (JDSCS) was activated at Nurrungar, with the first US Air Force personnel arriving in January 1971. In Aboriginal, the word 'nurrungar' means 'listen'. The JDSCS was renamed in 1989 to the Joint Defence Facility Nurrungar (JDFN). The mission of the JDFN and the Defence Support Program is to provide a highly available, survivable and reliable satellite borne surveillance system to detect and report missile launches, space launches, and nuclear detonations in real time.

The Pass Issue Office commenced operation on 4 November 1970, officially opening the site for operation. Prior

to transferring to the site, the US contractors were housed in Hangar 3 in the Technical Area of Woomera West. The site and Woomera West also became operational in November 1970.

The original members of the JDSCS were from the US Air Force, Royal Australian Air Force, US contractors, Sandia National Laboratories, and Amalgamated Wireless of Australia (AWA). In 1974, Faircy Australasia Pty Ltd (FAL) assumed management of the service and technical personnel from AWA. Today a consortium headed by the Australian Defence Industries (ADI) performs this role.

Over the years, there have been several groups protesting presence of the JDFN. The Anti Bases Group, The Anti Nuclear Group, and in the late 1980's, The Aboriginal Land Rights Groups have all staged protests both at the site and in the village of Woomera. These protests were usually peaceful in nature and their duration was normally less than a week. Overall, the existence of the JDFN is well known throughout Australia.

### Woomera Township

Nurrungar has been the lifeblood of Woomera in recent years, directly or indirectly responsible for employing more than half of the town, which has a population of about 1200. Its closure will reduce the town's size substantially however, with new projects currently under way Woomera will continue to be a viable centre for defence and space related industries.

### Defence Support Program

The Defence Support Program (DSP) is a space-based surveillance system configured to detect and report ballistic missile launches, space launches and nuclear detonations in near-real time. These satellites are approximately 23,000 miles above the earth in geo-synchronous orbits.

DSP satellites provide the first look at an incoming missile – a look verified by ground stations throughout the world. America and Australia needed ballistic missile warning because there are groups and nations that one day may have missiles – such as terrorist organisations – which cannot be deterred through normal political means or economic sanctions.

The base will be replaced by a new Space Based Infra-Red System (SIBIRS), which allows monitoring satellites to be controlled from the US, with a data station in a corner of Australia's other joint defence base, Pine Gap, near Alice Springs. Improvements in technology have allowed the restructuring of the SIBIRS supporting infrastructure, saving the maintenance cost of numerous ground stations worldwide.

### The Next Job

The different methods and skills gleaned from such postings have added and improved the Corps way of training and technical knowledge base, ready for whatever the future holds. It is sad in a way to loose another very unique experience and opportunity for the RAEME tradesman to display their renowned skill and craftsmanship to the world, but there is always another task, pass me the hammer!

*Arte-et-Marte*



by Ivor Biggun

## 1-99/00 Watercraft Maintenance Techniques Course

10 August-1 October 1999 (last of the hard courses)

A number of trainees recently completed Watercraft Maintenance Techniques Course conducted at Maritime Wing ALTC Ross Island Townsville.



The course panel

The aim of the course is to train fitters for employment in the maintenance of Army Watercraft. The course is conducted over eight weeks culminating in a five to seven days leisurely cruise along the Queensland coast. During this time the trainees are practiced and assessed in their newfound maritime skills under operating conditions. Following is a description of the course through the eyes and pen of the trainees.

Scribe: Ivor Biggun

Trainees: Don ('The Destroyer') Watts; Roo ('The Ruthless') Rutherford participant of Duchess of York and Duke of

Earl Cup; Jim Ellis; Frazer ('Pom') Goff; Shane ('Schoey') Schofield; Matt Lovatt; Chris ('Cropmo') Crompton and Paul ('Benno') Bendell.

### Week 1

This started with our entry tests to give the brains a wake up call, and get practice at writing quickly. This was carried out whilst treading water on the swim test.

Obviously the Maritime Wing had seen most of us from previous courses and the rest of the week was spent doing a St John's First Aid Course. The course was run by a local registered nurse.

### Week 2

Due to OHS, procedures on safety in confined spaces were conducted. This is a new subject to us, and was frustrating knowing a five minute job will take one hour but safety comes first.

Marine Terminology everyone's favourite subject with fairleads, deckheads, stringers, longitudinals and draught, which Benno in his test described as 'the wind blowing across a ship'.

The rest of the week we enjoyed intro to the engine's systems and Roo's stories of the Duchess of York Cup.

### Week 3

At this stage Schoey was looking good for student sorry trainee of merit while Pom, Benno and Roo were competing to



If in doubt, use the manual



see who could get the most penalty points marked up on the board.

Intro to more systems that were crammed on the engine and boat that would be too complicated for VM's to fix.

#### Week 4

With toolboxes issued, it was time to strip things into a thousand pieces and if in doubt use the manual. This was followed by more systems and had one liners from Roo, who was responsible for Pom needing an interpreter to decipher his explanations of anything.

#### Week 5

Reassembling parts, Don started well with 'one more hit' well that didn't fix it, followed by the Starboard crew getting more taps from their tappets than required, so a lot of penalty points were marked up for the group effort. The



Too complicated for a VM to fix !!



Plugging the holes

Port crew laughed longest, until the camera was brought out for the *Craftsman* photos, Benno and Schoey joined a modelling agency.

#### Week 6

Death by OHP, Electrics, and Fuel Consumption Formulas. This week was finished off by damage control ie. plugging holes and being the best in the wet T-Shirt competition. Pom kept ducking under the water to fetch the mallet. Jim kept putting it down and wondered where it went to, while Pom copped a hammering for the Commando looking photos. In reality he was having a bath and trying not to listen to Roo's stories

and one liners, and talking in hieroglyphics. Fire fighting, a day of being pyromaniacs followed by looking good at unrolling a hose (for the calendar) and getting wet again but we looked good.

#### Week 7

Fibreglass repair, time to dress up in white 'sperm suits', rubber gloves and masks, making us look like something from a kinky porn magazine. If it's plastic we can now fix it as long as it wasn't bought with two batteries supplied.

Preparation for sea, this meant cram as much gear on board as possible, and hiding the fishing gear.

#### Week 8

Never got a chance to fish, due to the workload of being cook, decky, helmsman and an engineer. This was our final testing week on everything we had been taught and also how to be a boatie, thankfully with a higher success rate than Tony Bullimore. The only person owning up to throwing up (twice at that) was Pom. Most of us by the end of the lumpy drive will prefer to fly business class C130. Apart from that a challenging but enjoyable course.

**Final Note:** Hide if you see the ASM Maritime Wing near you so you don't get questions from hell to answer.

MW ALTC motto Excel with honour, Trainee motto Dob everyone in for penalty points.



'Get the life boat' this isn't working!!

by Sgt Tom Sneesby

## Is this the end? DCSO-C Wksp's outward bound



**W**ell another year gone, another year older, as the saying goes. Unfortunately, despite every possible effort by all members of the Workshops, it would appear that the coming year may be our last. In a time where the entire Australian Defence Force runs on rumours, the most credible rumour concerning the state of affairs for the Defence Cooperate Support Office - Canungra (DCSO-C) Workshops Services is that the gates, of this little slice of heaven, will be closing permanently sometime in Dec 2000.

But hey, let's not dwell on the end of an era, but rejoice in the antics and the achievements of the past and present.

Our recent arrival to the Wksp, LCpl Justin Griggs, came north to us, from Sydney, with a vast knowledge of Armoured and tracked vehicles. His knowledge would have been greatly appreciated had we had any Armoured or tracked vehicles in Canungra. Not

one to sit idle, Justin and his partner Julie have adapted to the work and social life, within the area, and have become an integral link in the Wksp chain.

Good news for the members of our electronic section with both Cfn Mick Mackie and Cfn Trevor Wheatley successfully completing their Subject 1 Cpl course. Our General Engineering cell has not missed out on the activities either, with Cfn Sean Hanlen scoring a position on the next Subject 1 Cpl course. He is expected to do great things in the near future.

Qualifications have also been attained by some of our members in the transport area. Cfn Shaun Smith, Cfn Mick Mackie and Cfn Sean Hanlen all obtained Military licences recently, allowing them to at least transport their bodgies with some form of legality.

Once again the Wksp was approached to support the local Camp Quality Organisation. The ASM and Cfn Shaun

Smith took up the challenge and assisted with production and supervision of a flying fox and low ropes course. From all reports both the ankle biters and staff within Camp Quality had a ball. Truth be known so did the ASM and Shaun.

On the social front the Wksp has enjoyed two major events with great support from all members and their families. The first social was a springtime camping and water sport extravaganza at Lake Moogerah, good company, good drink, good food, good drink, good weather, good drink, I guess you get the idea. The second event was a feat of superb organisation in the form of a progressive dinner, come sightseeing trip around the Gold Coast nightspots. Many thanks to Cpl Jim McGuire for the time and effort in organising the dinner. An up and coming Dining-in Dinner will surely make it three from three in the enjoyment department.

On the home front, our Production Clerk, Pte Kylie Robinson found herself a man and has decided to keep this one. Kylie and her fiancé Cpl Michael O'Toole will be heading south in the near future to take up positions in the Randwick, Sydney area. Cfn Shaun Smith has also decided to catch the boat by proposing marriage to his girlfriend Linda.

Pte Danny Bliss and his wife Lyn picked up the quinella when Lyn gave birth to twins early this year. Danny's happiness and joy were suddenly subdued when he realised he would have to purchase a larger car to transport his tribe.

The sporting heroes have competed well this year with the ASM Darren Diffey, Cpl Jim McGuire, Cfn Shaun Smith and Cfn Trevor Wheatley representing the ADE, DCSO-C and the WKSP in some of S/E Qld finest golfing com-





petitions. Cfn Sean Hanlen scored himself a trip to China as a member of the Burleigh Dragon Boat Team. The WKSP is proud to announce that Sean and the team place first, third and fourth in Hong Kong, and, second, fourth and fifth in Macau.

Military skills hasn't been left out with the ASM and Cfn Trevor Wheatley both competing in the AASAM weapons skills. Trevor gained a first place in the 300 metres deliberate and with help from other members of the unit he was placed second in the minor units category.

The near future holds many decisions and new horizons for several members of the Wksp. Cpl Jim McGuire will be surely missed, as he has been posted to 7 CSSB Enoggera as of Jan 2000. Cpl Ian Glasson will also be leaving on posting to 10 FSB. Ian will be missed by those remaining for his brilliant welding and drawing skills.

Well I guess that's about it from all of us here in God's private corner of the World, Canungra. To all we have known, those we are yet to meet and your families, be safe, be well and do all that you can to be happy.

#### Nominal Role DCSO-C WKSP Services - Jan 99-Dec 99

WO2 Darren Diffey, ASM; Sgt Tom Snecsby; Cpl Ian Glasson; Cpl Jim McGuire; LCpl Justin Griggs; Pte Danny Bliss; Cfn Sean Hanlen; Cfn Mick Mackie; Pte Kylie Robinson; Cfn Shaun Smith and Cfn Trevor Whitely.

# End of an Era

**A**nother chapter in RAEME-ation will close on the 17th October 1999, when 216376 WO1 Paul Anthony Lidster retires after 34 years of loyal and dedicated service, which has included three tours of South Vietnam in support of Army Aviation. Paul will always be remembered as the quiet type who made no fuss whatever and simply arrived, got changed and picked up a spanner or more likely a job card. A farewell function will be held in the Army Aviation Centre Sergeants Mess on the 6 Oct to farewell this true professional.

Paul enlisted in the Army in April 65 at Sydney as a Fitter Machinist and was posted to 101 Field Workshops. In August of the same year Paul was offered a unique posting to the newly formed 16 Army Lt Acft Sqn at Amberley, which was the start of a long association with Army Aviation. In 1982 Paul was selected for Exercise Long Look and spent three months in England and Europe.

Paul is to date, the longest serving RAEME member with Army Aviation.

Some notable mentions in Paul's career are:

- being sent to LWC Canungra for pre-

deployment (SVN) training, just before his second tour;

- a founding member of the Piss Stompers Club in South Vietnam;
- celebrating 24 years with Army Aviation consuming a Ration pack meal, at the very scenic MacDonald airfield, whilst on Exercise K89.

As ASM of 1 Avn Regt spending more time on the lathe than in his office (note from Fur - somebody had to stop it going rusty).

Paul's career is summarised by areas:

- Amberley - 16 Army Lt Acft Sqn, 1 Div Army Avn Wksp, Avn Regt Wksp and 5 Base Wksp
- South Vietnam - Mar 66, Apr 69 and Apr 71
- Oakey - 5 Base Wksp Bn, 173 Gen Spt Sqn, 1 Avn Regt Wksp, RAMS and Army LM Sqn
- Melbourne - RMIT (Arts Course) and RAAF Support Command
- Sydney - 161 Recce Sqn

His mother called him Paul. During his Army career of 34 years some people called him 'Fur' (if you saw him in the shower you would understand) or 'Pfor' (P for Paul) but to all who came in contact with him, he was called 'MATE'.

Fur was and still is, a quiet and reserved person and if a job needed doing, it would be performed with no fuss or fanfare. His passion is engineering whether it be, manufacturing components for a steam engine or to the task of developing design changes for aircraft. Throughout his career thousands of people were subject to his commonsense approach to engineering and maintenance and if they were prepared to listen they learnt.

Fur is a person who likes a beer on a hot day or any day for that matter but father time has even restricted this activity. There were many times when the Sergeants Mess was the bastion of military life that the trusty Volvo would run the gauntlet to Oakey in the dim dark hours. The normal crewing was Brin Calder, Terry 'Eyes' Martin, Kempy and intrepid commander and driver 'Fur'.

Paul is staying in the Oakey area with his wife Janelle and family and retirement plans include restoring stationary engines and maybe the old Wolsley sitting in the back yard.

Once again all the best in your retirement.

## Aussies' peace of action

Amid the debris of Kosovo, Matthew Stevens in Pristina finds a group of NATO peacekeepers who still call Australia home

STUCK on the wire fence surrounding a factory car park in an industrial area west of Pristina is the standard of the Close Support Corps of the 2nd Battalion Royal Electrical and Mechanical Engineers.

Leaping across the middle of it is a yellow kangaroo. That is because, for the past 21 years, this company has been commanded by an Australian.

And it is just Major Bernie Lauinger's luck he is at the helm for REME's involvement in Operation Joint Guardian, the mission to bring peace to Kosovo.

Major Lauinger is one of seven Australians working on the front line in Kosovo. All are with British forces, most as the result of the Longlook, an exchange program, now 21 years old, that gives our soldiers a chance to work in a range of theatres.

"It was fantastic coming up here through the villages," Major Lauinger said. "People were running out, throwing flowers to the guys. It was quite emotional. Really, the war seemed worth it at that moment. If we had spent all that time in Macedonia and not come into Kosovo, the guys would have thought 'was it worth it?' It certainly is now."

Since the first day of Operation Joint Guardian, Major Lauinger and his men have worked around the clock, repairing the tanks and armoured cars that are the backbone of the NATO peace mission in Kosovo.

Another potential responsibility has been to repair any Yugoslav army (VJ) hardware that breaks down and threatens to prevent the withdrawal.

"The blokes are excited by

the prospect of working with VJ vehicles. It is their responsibility to repair and, if needs be, simply move out of the way, Serbian vehicles holding up the column. "We got a call to work on a T72 (the elite Russian tank in service with the Yugoslav army) the other night. But by the time we got there, it was gone. They really didn't want us to look at it."

**'People were throwing flowers'**

Major BERNIE LAUINGER

Major Lauinger says he is surprised at how well Operation Joint Guardian has progressed. He expected more trouble. He says everyone has found VJ forces compliant so far and that there have been no security incidents. The only problem was at the local milk factory, which was needed by KFOR.

"I don't know what was happening there, but the VJ just would not let us in. That really is the only time there has been any problem," he said.

Nearby, at the Light Aid Detachment of the King's Royal Hussars, there are two Australians: Warrant Officer Craig Byrne and K. T. "Rocky" Rokonyalewa.

Rokonyalewa is full-time chef and part-time boxing instructor and half-dresser. He was due to go home some weeks before the Kosovo action. He asked to see it through.

"He just wanted the Kosovo medal," an English mate says. When Warrant Officer Byrne got the order to leave Skopje for Kosovo, he rolled out the Australian flag and flew it from his truck.

"No, I am not allowed to," he says with a hearty laugh. But he did.

Back home, in the Brisbane suburb of Tarragindi, Major Lauinger's parents, Josef and Julia, admit they are more proud than worried their son is in Pristina.

"We're not really worried that much because we grew up in World War II," Mr Lauinger says. "We know what war is like." The couple emigrated from Austria in 1967.



On the hop: Major Lauinger with the company standard



### Our troops in the Kosovo war

An exclusive interview with Captain Jake Ellwood and Major Bernie Lauinger (above), serving with British NATO forces in Macedonia.

Simon Mann reports  
NEWS 10

## Diggers answer the UN's call

By SIMON MANN  
SLOPE, SUNDAY

For Australian soldiers serving with British troops in the Balkans conflict, getting called up does not necessarily mean entering the Yugoslav border.

When the call came last week for Major Bernie Lauinger and Captain Jake Ellwood, it was from the United Nations, through NATO headquarters, and for constructing refugee camps, not making war.

"It's been frustrating sitting about," Major Lauinger, of Brisbane, said. "The guys have had to do. So it was great to be able to help out with the refugees. It's hard being away from families and friends for so long, but when the guys came back from the camps they realised that their own problems were trivial by comparison."

Both Australians are on exchange programs with British forces, based in Germany. Although they expected a stint of peacekeeping in Bosnia, their mission in Macedonia and the



Captain Jake Ellwood and Major Bernie Lauinger, Australian servicemen on duty in Macedonia.

prospect of the battlefields of Kosovo came out of the blue.

Both command senior positions — Major Lauinger is attached to the Major Royal Electrical and Mechanical Engineers (Close Support Company Two Battalion), with 160 men under his command, and Captain Ellwood, originally of Melbourne, is second-in-command of One Company Irish Guards.

They are two of 10 Australians on two-year exchanges, five of whom will join the forces assembled at Pannoset, near Skopje's international airport, next week. Major Lauinger has spent six months overseas and Captain Ellwood 18 months.

Captain Ellwood's company would be among the first to cross the border if NATO decides that ground troops are necessary to fight the

Serbs. "I think we are ready," he said.

"The company is well trained, and I feel quite confident that we are ready come what may, be it defending Macedonia or implementing some sort of peace deal."

Both men emphasise the peace aspects of their mission. So far, that objective has not changed.

"That's our whole ambition," Major Lauinger said. "But for the whole concept of peacekeeping to work you have to have consent. And that's not something that the Yugoslavs are willingly giving at present."

The irony of the army talking about peacekeeping is not lost on either soldier. "But from an Australian army point of view, it's a role we are becoming increasingly familiar with."

"Clearly, the training we do and the way the army is structured now suggests that for us peacekeeping is the future of defence."

To wit: Somalia, Bougainville, Cambodia. And perhaps Kosovo.

Article on left reproduced courtesy of Simon Mann, The Age, 12/4/98



by LTCOL Tom Reynolds



# Aviation Support Group Workshop



Current and past members of MRP at the completion of the last R3 Black Hawk at Aviation Support Group Workshops A26-104, 27 August 1999

**H**aving arrived at Oakey on 6 Apr 99, I have assumed responsibility for the Aviation Support Group Workshop (ASGW) at an interesting time in its history. ASGW has existed for 27 years (as 5 Base Wksp Bn from Aug 72, Oakey Wksp Bn from Nov 89, Oakey Log Bn from Dec 93 and ASGW from Jan 96) and performed much the same role throughout that period (although the aircraft have changed from Souix, Cessna, Porter and Nomad to Kiowa, Iroquois and Black Hawk). What makes the current period

different is the very real prospect of commercialisation. As the realities of the post DRP environment hit, ASGW is most certainly feeling the effects.

But what is our current role? In essence, ASGW's mission is to provide effective aircraft logistic support to the Army Aviation capability. A broad mission, which encompasses the key tasks of:

- operational level repair and recovery support to the 24-26 School of Army Aviation aircraft;
- conducting deeper level maintenance (DM) on components and aircraft;

- providing inventory management, base warehousing and freight distribution of aircraft repair parts;
- providing OJT for Army's trainee aircraft tradespersons; and
- maintaining Army's attrition aircraft.

Our current organisational structure is shown and current manning is approx 160 military personnel (establishment for 195), 85 civil contract staff, 18 APS and between 50-100 trainees undergoing OJT.

So, what is the impact of DRP and other pressures on ASGW? First, we have



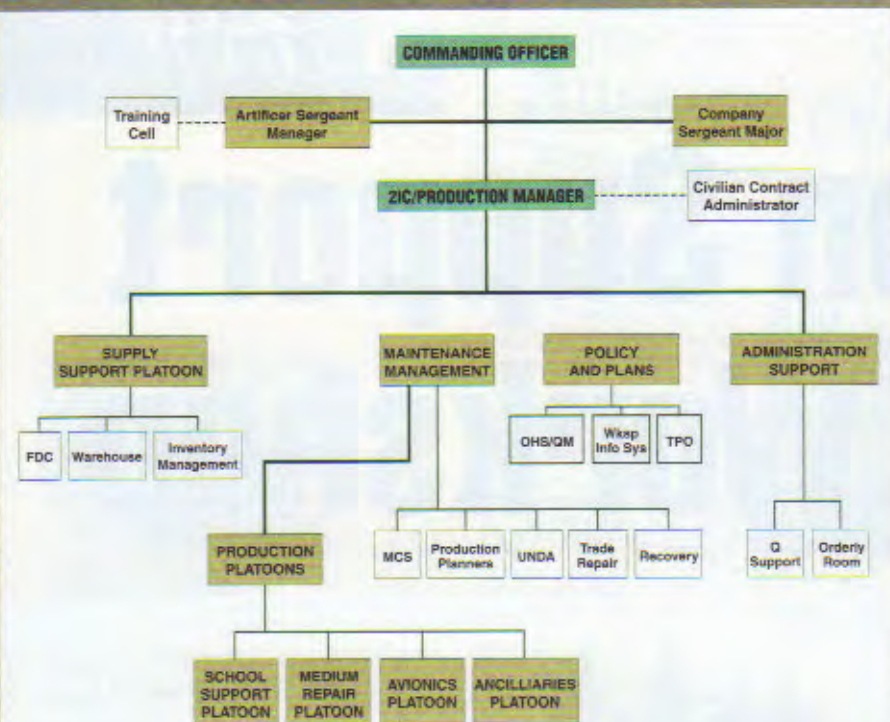


Figure 1: Current ASGW Organisational Structure

already lost to civil industry the deeper R3 service on Kiowa and Iroquois and we are currently completing our final Black Hawk R3 service. Next, our Warehouse and Freight Distribution Centre will be contracted to civil industry under Project DIDS in mid to late 2001. Additionally, in late 2000 all maintenance support to the SAA is likely to be conducted by a civilian contractor under a Performance Based Contract (along similar lines to the ADFHS). Finally, there is pressure to contract out the remaining aspects of ASGW.

All this creates uncertainties, fears and challenges for all within and associated with ASGW. None-the-less, I have been heartened by the skills and dedication displayed by the vast majority of personnel within ASGW towards achieving effective support to Army Aviation. The potential loss of technical mastery on aircraft DM is a key issue and steps are being pursued to retain a degree of military technical mastery. The loss of technical mastery is difficult to measure, but I believe the failure to maintain an adequate level of technical mastery on DM aircraft work will impact upon the sustainability of Army Aviation.

At this time of great change and uncertainty, I felt it pertinent to promote the unit within the Corps. Consequently, I requested articles from around the unit for inclusion in the RAEME *Craftsman Magazine*. Despite an uncertain future, this unit is striving to be positive, to embrace the change, to seek

opportunities and continue to provide effective outcomes for Defence.

### ASGW MEDIUM REPAIR PLATOON Black Hawk A25-104 – The Last R3 Service

by SGT Dav Noble

In January 1996, Utility Helicopter Workshop Platoon was renamed Medium Repair Platoon. The role of Aviation Support Group Workshop Medium Repair Platoon (MRP) for the last four years has been to conduct some of the Routine 'R3' servicing on Kiowa, Iroquois and Black Hawk aircraft (A/C). The R3 service is the deepest level of servicing conducted on Army

aircraft and involves removal of A/C components and paint stripping the A/C. The A/C is then inspected for corrosion, cracking and damage and it is then sent to Sheet Metal Section to get any corrosion removed, any cracking of the A/C structure repaired as well as carrying out sheet metal modifications. During this period the A/C components and engines are torn down, inspected, repaired and rebuilt. On completion of the sheet metal repairs the A/C is sent to the paint shop to get primed and painted tan. The A/C is then rebuilt and returned to the paint shop for the camouflage paint scheme to be applied. The A/C is then ready for the test flight stage. Once the test flight stage is complete the A/C is returned to service and may either stay at the School of Army Aviation (SAA) or may be sent to 5 Aviation Regiment in Townsville. The whole process is programmed to take 110 days (approx 3.5 months).

An important part of MRP is to train junior craftsmen who have come out of RAAF Base Wagga after completing their Basic Aircraft Fitters Course prior to being posted to other units. The intention of this is to allow the craftsmen the time to learn and consolidate their aircraft fitting skills before being released into a squadron environment.

Another important part of MRP is to give qualified tradespersons valuable experience on deeper maintenance A/C work to improve their understanding of the A/C systems and diagnostic skills. The aim of this being to prepare them for future employment as Artificers and systems engineers at Army Logistic Management Squadron. This is what technical mastery is all about and is vital for the development of our tradespersons and the sustainment of the aviation

Major components and the paint are removed – corrosion and sheet metal repairs being carried out





capability. The loss of the R3 service is a definite threat to our aviation capability and is the indirect cost of commercialisation. It is difficult to measure – but it will be felt!

In January 1996, the Kiowa R3 was taken away from the platoon and the Kiowa qualified members were reposted to other areas. In June 1997, Deployment Support Platoon (DSP) was raised (as part of Ancillaries Platoon) and half the members of MRP were taken to form the new platoon. This had a significant effect on the platoon as it reduced our manning to ten personnel and we were in the middle of two R3 servicings being run concurrently. The next thing to go was the Iroquois R3 servicing in September 1998. This left MRP with the Black Hawk aircraft being the only A/C type currently being serviced at MRP. Now in August 1999 the decision has been made by HQ Aviation Support Group to make the current R3 service on Black Hawk A25-104 the last R3 service and all future Black Hawk R3's are to go to civil contractor. MRP as we know it today is to be disbanded at the completion of A25-104. The management of MRP would like to take this opportunity to thank the members of MRP for their support and efforts over the last few years ... BOHICA ... Cheers!

## ASGW SCHOOL SUPPORT PLATOON – From REME to RAEME Aviation

by Sgt 'Ollie' Twist

**O**n the face of it a posting to Aviation Support Group Workshop (ASGW), Oakley, is like any other – pack your kit, march out of your old unit and march in to the new. However throw into the equation emigrating to a new country, enlisting in a new army, and having to learn completely new working practices, and it becomes slightly more challenging. Never to turn down a challenge however, that's exactly what I did in November 98 and joined School Support Platoon (SSP) at ASGW as an aircraft technician from the British Army.

ASGW compares to no other unit I've ever worked in (there being no comparable unit in Army Aviation in the UK). In that although it is a fully fledged deeper level aircraft maintenance facility, it also supports operational flying aircraft for the School of Army Aviation and there fledgling pilots. SSP being at the sharp end of the operation, runs the flight line (where said pilots interface with the real world) and maintains the 26 airframes for the school with a mainly

The HQ team (l-r): WO1 Pixie Pointon, MAJ Rocky Hoare, LTCOL Tom Reynolds and WO2 Keith Coggins



A25-104 back at MRP undergoing the rebuild

civilian contract workforce.

Notwithstanding the fact that I'd never worked on Black Hawk, was clueless about the documentation system (not to mention the black art of CMM transactions) and couldn't understand what people were saying to me, it was all pretty familiar! Some things never change though, a very nice gentleman called the Company Sergeant Major sold me a mess dress at a very reasonable rate only to inform me afterwards that we're issued with one!

Never having had the pleasure of an Exercise Long Look prior to setting foot in Australia (and having heard all the stories), I was somewhat surprised to find that I would actually have to WORK, and no, I couldn't go and lie on the beach and drink XXXX. So having attended a Black Hawk equipment course, off I set on that all too familiar rapid learning curve we all love so dearly!

Having now been here for the best part of a year, fair dinkum this is a bonzer country, the yakka's good, the amber

The engines are also dismantled, inspected, repaired and rebuilt







Avionics Wksp Platoon Soap Box Derby entrant

fluid's the best in the world and you couldn't find a better bunch of digger's to yarn with anywhere. See ya around clobber!

### ASGW AVIONICS WORKSHOP PLATOON

by CPL Tim Weyland and CFN 'Gus' Grippo

Greetings from the best platoon in the premier unit of the most distinguished trade stream within RAEME, that is Avionics Platoon, Aviation Support Group Workshop (ASGW) in picturesque Oakey. The main functions of the premier unit (ASGW) are to providing deeper level maintenance to Army Aviation. On the Job Training for new trainees and operational level maintenance to the School of Army Aviation aircraft. The best platoon (Avionics Platoon) provides deeper maintenance to aircraft instrument, electrical and radio systems. However,

instead of regaling you all with amazing stories of the fulfilling work that goes on in the workshop, we've decided to focus on some of the social events that have occurred throughout the year. To start with, our mid-year social function was a trip to the third rugby league State of Origin game.

A lot of the guys hadn't expected inclement weather so a gathering of blue rubbish bags walked from Victoria Barracks (our accommodation) to Suncorp Stadium, where we settled in underneath the main scoreboard. It proved to be an excellent game and at the blast of the full time siren the rain miraculously stopped and it was now time for the real action to start.

We all moved up the road to the Barracks Hotel where it was not only dry but thankfully, you could buy non-Castlemaine products. When the free bar snacks appeared, CFN Pete 'Dipper' Linnett burst through people and furniture revealing skills that wouldn't have gone astray in the game itself. Eventually the game post mortem came to a close and the platoon splintered off into smaller groups and headed off into the night. A great night was had by all.

The next social occasion was the ASGW Worker vs Management Aussie Rules Match. A lot of us in Avionics Platoon were involved in the match and congratulations to 'Blue' Hunter for leading the victorious Workers side to a veritable slaying of the overrated Management team. For his efforts Blue was awarded 'Man of the Match', the

final score was a huge eleven goals to only two!

Another recent event was the inaugural ASGW Billy Cart Race and with Oakey being a very flat base, each platoon was allowed five people to alternatively push, drive and rest their carts. Being the hardest working platoon on the base, we had only two days to perfect our vehicle. The race was a hard fought affair and we lost first place at the last bend as our driver took a chance that didn't come off. The rules were scrutinised and after a disqualification the avionics team came in second behind an infinitely better prepared cart.

Well, we must sign off now because there are other urgent matters that need attending. That is, planning the platoon's next social outing (just joking).

### ASGW ANCILLARIES PLATOON

by SSGT 'Sid' Tindall

For the uninitiated Ancillaries Platoon is a combination of several sections combining both ground and air RAEME personnel within Aviation Support Group Workshops. These Sections are Aircraft Life Support Section, GE Section, Vehicle/Recovery Section, Sheet Metal Section, Non Destructive Testing (NDI) /Hydraulic Section, Paint Shop, and System Overhaul Section.

1999 has been a rather different year for ASGW with a change of Commanding Officer in April, about 10 different rotations of the Army tradies within the Platoon, and the sudden but



The Hover Infrared Suppressor System (HIRSS) Module being lifted into place





CFN Roberts: Armt Fit, GE

well telegraphed demise of Deployment Support Platoon (DSP) part of Ancillaries Platoon. With Ancillaries Platoon being the heart and soul of ASGW it is always hard to maintain a pulse for Maintenance Management. Keeping them informed of almost everything and ensuring planning and auditing is kept to its perfect order in the eyes of all members of the unit.

Several changes occurred at Ancillaries Platoon during November 98 and at the start of this year, with the posting in of CAPT Pete Young (OC), WO2 Dave Durbidge (ASM), SSGT Sid Tindall (H/ART), CPL Bart Bartholomai (Recovery), and CPL Scott Cowley (ALS). Postings out included SGT Kcl Lyons (SMW), CPL B.J King (ALS), CPL Laurie Green, CPL Cosheril, LCPL Sawyers (ALS), CFN Smit (SOS), CFN McKenzie, Mr Joe Allen (SMW), and Mr Greg Western (GE).

One of the most important members to leave this year was Mr Glen Davidson, who over a period of three-four years was the ASM (when in green) and the Logistic Officer (as a civilian contractor with Hawker Pacific) of ANCP. Along with the platoon OC, he has kept a consistent level of management at the top end of the platoon. Glen had the natural ability to hold any member of any rank in conversation (war story/tin hat) over a considerable amount of time during the day.

Whatever happens next year you can rest assured that ANCP will once again maintain some composure and lead the way for the rest of the unit.



Hawker Pacific contract staff in SSP

## ASGW MAINTENANCE MANAGEMENT PLATOON

by WO2 Greg Smidt

**O**n Friday 02 Jul 99, Aviation Support Group Workshop conducted a Billy-Cart Derby. This event was held in conjunction with the unit monthly Hails and Farewells.

The event was well supported not only by the participants but also by the unit members. The billy-carts were built in great secrecy in many well-guarded locations around the unit. The designs were many and varied, some were tried and true designs and some were of a more radical design.

Designs for the carts included a replica of a helicopter, a pink ladies stiletto shoe, a coffin, a downhill racing car replica and an old tried and true style cart. However, the helicopter racer had to be withdrawn before the race started. It would have been good to see if it performed as nearly as good as the Black Hawk helicopter it was copied from.

On the morning of the big event all carts were presented to the stewards for scrutiny and all were pasted with flying colours. The teams were congratulated on their imagination and work that they put into the design of their carts.

As anticipation and nerves grew on the day the crowds also grew around the starting grid to inspect the billy-cart creations before the start of the big race. With some encouraging words and a wave of the official starting flag, the unit Commanding Officer sent the participants on their way.

The race consisted of five laps around a course with each lap approximately 300 metres in length. At the end of each lap the teams had to change drivers and pushers (as required). The crowd of spectators were all behind the billy-cart participants clapping and cheering them on with words of encouragement and offering advice as they saw fit.

On the last lap of the race the air was that thick with anticipation, you could have cut it with a knife, over who was going to be the eventual winner of the race as several teams were neck-to-neck. The entire race was filled with action and incidents with carts stalling on the start line, pushing and jostling between competitors for better positions, especially around the corners, and one cart suffered a flat tyre during the race but kept on going (so who said that racing is not fun).

After the dust finally settled, the roar from the crowd had died down and the last cart crossed over the finishing line it was time to announce the winner of the first ASGW Billy-Cart Derby. A protest was lodged (and upheld) against the team first across the line (Maintenance Management) for a breach of race rules. Consequently, the team second across the line (Supply Support Platoon) was announced as the winner!

At the end of the day when all was said and done, all awards were presented and a hearty thank you from our Commanding Officer for a job well done was given, all unit members agreed that this was a great way to end the week.

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## ASGW SUPPLY SUPPORT PLATOON

### — the Lost Tribe

By WO2 Don Grande

Here I sit in the OC's office, receiving a brief on the goings on of ASGW (while I was happily on leave down in the cold south), when the OC calmly states that the CO has requested SOMEONE volunteer to write an article for the RAEME CFN Magazine and RAAOC Journal. Of course, no one did. Then, when the OC looked at me with pleading (I don't want to do it) eyes, I really tried to look the other way! You would have thought after 21 years I would have learnt NOT to volunteer. BUT ... I volunteered anyway, so here goes ...

What does ASGW stand for? It stands for Aviation Support Group Workshop.

What do we do in sunny Oakey? We provide first and second line maintenance and recovery support to the School of Army Aviation (SAA) specialist equipment, ongoing support to Army Aviation trade training, provide specialist maintenance engineering staff support and to provide base warehousing and logistic support to Army Aviation as directed by Headquarters Aviation Support Group (HQ ASG).

Now that we've covered the intros, let us get into the meat of this story and... the Supply Support Platoon (Sup Spt PL) — ASGW Oakey.

The current manpower of Sup Spt PL is 27 personnel, comprising 16 military members, 4 Hawker Pacific defence contract personnel and 7 Australian Public Service personnel.

Who are we and what do we do? We are the supply depot for aircraft spares for Iroquois, Blackhawk and Kiowa aircraft and a majority of these spares were inherited as a result of closures of RAAF

Stores Depots. Our main responsibilities are to provide supply support to ASGW, 1 Avn Regt, 5 Avn Regt and (supplying multi fit parts) to Navy and RAAF units. Sup Spt PL is comprised of the Stock Control Section (SCS) and Warehousing (WHS) Section.

Within SCS (the hub!) we have seven members, both civilian and military. The main function of SCS is to provide unit purchasing and SDSS support. This includes producing and actioning various reports, and providing general assistance and advice to the unit on SDSS and RAAF accounting procedures. Some of the areas associated with ASGW, will be foreign to other Army units in that we operate as a self accounting RAAF unit and are therefore responsible for functions not normally associated with Army, eg AIUs, CRRs, CSTs etc.

I will now detail our role in warehousing within Army Aviation. The warehousing section is the Stock Location Unit (SLU) for 1st through 4th line holdings of Kiowa and Iroquois rotary wing aircraft, this includes substantial 3rd line supplies of Blackhawk breakdown spares. Warehousing has a current staff of 19 personnel who all, within their own respective areas, perform with dedication and professionalism regardless of the challenges Army Aviation has put in front of them, and believe me, there have been plenty. Current line holdings number approximately 43,000 items with a total value of approximately 80 million dollars. We are responsible for the receipt, treatment/packaging, storage, handling and issue of:

- aircraft spares unique to Army aircraft,
- tri-service multi-fit aircraft spares where Army are the main user,
- aircraft related stores including test equipment and specialist tooling,
- maintenance repairable (MTR) and

maintenance serviceable (MTS) aircraft spares.

- quarantine accounts (QNA-F) for items awaiting identification, verification, destruction or sale.

Our focus at Sup Spt PL is to always provide a superior supply support service to ASGW and other agencies as detailed earlier. To achieve and maintain these goals, Sup Spt PL sponsors internal performance measurement techniques, as a means to ensure that customer units receive timely support and advice while Australian taxpayers receive value for money, and that all applicable financial regulations are adhered to.

As most of us are aware, we are currently under the shadow of the Defence Integrated Distribution System (DIDS). DIDS will incorporate many functions associated within Warehousing and Freight and Distribution throughout most of Australia. The implementation of DIDS will occur within the next year or so and will affect many personnel both civil and Military, who may possibly be posted/relocated to other localities, such as at the "Sharp end" being Darwin or Townsville. There are many mixed feelings as to the implementation of DIDS, some good, some not so good. However, it appears that DIDS is the way that we are going to go, to hopefully improve current services being provided by agencies in place now. I believe that we must obviously accept change and move forward. At times it is not so easy to leave our comfort zones... then again, perhaps that has made many of us feel too complacent within our own areas of expertise. DIDS will give us the jolt that we all need to capture the enthusiasm, vigour and vitality of bygone years. So I say, bring it on and let's make the thing work to benefit the Defence Force and all personnel involved.



Avionics Platoon



Orderly Room: Jo and Michael

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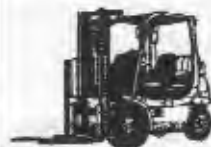
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## JOTTINGS FROM SCMA

by WO1 Wayne Allan

Well here we are again, another year almost gone, another posting cycle almost complete and here we sit at SCMA awaiting the last minute discharges and retentions to come flooding in.

The SCMA RAEME Cell began the year with two new members; out went CAPT Simon Heritage to HQ 4 Bde, who was replaced by CAPT Daniel Munro from HQ 26 Tpt Sqn. We also lost WO1 Rory McIvor to AAEA and he was superseded by WO1 Brett Biddle from 1 RAR Tech Spt.

The Corps started 1999 with enormous vacancies, especially in the Veh Mech and Fit Armt trade streams and, unfortunately, things haven't become any better throughout the year. Although AITC are training tradesmen as fast as humanly possible, we are not even making a dent in the vacancies, as more and more of our members get out at the top end. To compound the problem, units continue to increase their position numbers as a result of SED changes, which only serves to increase the asset/liability gap.

Within the SCMA RAEME Cell, we have come up with a different way of looking at the problem of shortages; rather than think that we have too few tradesmen within the Corps, we believe the problem is that we just have too many positions! This line of reasoning stops us from breaking into tears every time we look at the asset/liability gap. At the risk of boring you with statistics, here are some figures regarding the shortages in some of the critical trades, as at 1 Sep 99:

Trade/Rank	No. of Positions	Currently Vacant	% Vacancies
Veh Mech CFN/LCPL	356	121	34%
Veh Mech CPL	192	22	11%
Fit Armt CFN / LCPL	149	34	23%
Fit Armt CPL	100	17	17%
Recov Mech CFN / LCPL	38	9	24%
Recov Mech CPL	47	7	15%
<b>Total Corps Positions</b>	<b>3270</b>	<b>680</b>	<b>21%</b>

Unfortunately, these figures are going to get worse before they get better as a result of a number of the CFN/LCPL being promoted to CPL as part of the Dec 99/Jan 00 posting cycle, thereby leaving holes behind them.

The end of 1999 also marks the departure of the other two Cell members; with WO1 Wayne Allan being posted to AITC, ably replaced by WO2 Tim Woolerson from JLU-W; and WO2 Paul VanSchaik is taking up a WO1 position at AAEA and will be followed up by WO2 Brendan Tenison-Woods from AITC. Both Tim and Paul will pick up their promotion early in 2000, once some WO1 promotions are released as a result of the rank capping.

At the rear of this issue of the *Craftsman* is a list of Corps members who have departed from the ARA, either through

discharge or transfer, since Jan 99. This list is correct as at 16 Aug 99 and will obviously only grow as the year progresses.

Some of the main problems we encounter on a daily basis, which our members can assist us with are; the timely submission of PR66's (as well as making them legible), the submission of a new PR66-1 every time your personal wishes or family situation changes (our crystal balls are only so big) and that you give us as much notice as possible if you are intending to separate from the Corps (for planning purposes).

We would like to wish all members of the Corps and their families all the best for the festive season and good luck in 2000.

Arte-et-Marte

## 3BASB FIELD WORKSHOP

### FRG-1 3BASB Field Workshop

by Daniel Israel

With many new faces and attitudes joining the workshop in 1999 the boys have settled in quite well. The first part of the year was spent working reasonably hard with the new motto of *production, production, production* being screamed in our ears.

With the large volume of work being done, the first exercise for the year was a welcome break from the whips and chains of the workshop. The exercise ran very smoothly apart from the numerous roll overs - 'I didn't do it', 'it was like that when I got it' and 'let's see how quick a Mack engine can fall off a Merlo' (well done Supply). Half way through the camping trip the wives and families were allowed to join us in the field, an experience which was enjoyed by all. With many a tear, our partners departed and the war dogs from Frog 1 went back to the trenches. The war ended and the mighty BASB returned home for well-earned standown.

The mid year saw the departure of some of the boys to Bougainville. The 'B' (Bruhn, Barg's, Bernat and Beaman) rotation enjoyed the fishing trip so much that they required a extra month and a half off to recuperate. During their time away the heavily manned Frog 1 received the much needed assistance of civilian mechanics, although they seemed to cut more corners than we usually did. As they slowly became accustomed to the required work rate they progressively produced less work.

As the bag of gold ran out they returned to the greener pastures of 10FSB where any remaining pressure to work was lifted. About this time the situation in Timor worsened and many of our boys and girls packed up and disappeared from our lives for an unknown amount of time.

Other highlights of the year were the elusive motorbike course attended by Mahery and Smithy, we'll have to open up the bag of gold again to repair all the damage caused by Mahery. Other courses attended include Sub 1 by Smithy, Belly and Wookie. Congratulations go to Smithy for receiving best soldier in the field (once a grunt, always a grunt). Jase and JJ turned up to the driver's course and somehow managed to come back with a license (if you met them you'd know what we mean).

Wynnie went on a two week walkabout supposedly to assist 35 Field Engineer Sqn. He had the difficult task of throwing away perfectly good mudcrab meat because he had somehow filled his ample frame. Wynnie also took it upon himself to add ten fit innies to a GMV ces after he found one sunk beside a causeway.

With the ghost town that is Lavarack Bks the option for more adventurous PT and training activities. The mountain that overshadows the base almost became the final resting place of Dave Bernat, when he decided to travel down the mountain at over 50kms per hour. This wasn't the best part, he then decided to dismount at this speed using his arms and head as a human grater. It's a painful yet humorous way to get to get a week off work.

Now the year is coming to a close farewell to those off to greener pastures elsewhere and to those staying have a good break and see you all next year.

### FRG2 3BASB Fd Wksp - Yearly Report for 1999

The Crew: LT 'Sir' McKenzie, WO2 'Nico' Nicholson, SGT 'Jim' Halloran, SGT 'Snow' Herodes, CPL 'Gormo' Gorman, CPL 'Blacky' Black, CPL 'Macka' McAuliffe, CPL 'Franko' Franklin, LCPL 'Dusty' Miller, LCPL 'Pat' McErlean, CFN 'Stuey' Stuart, CFN 'Tony' Eckert, CFN 'Evo' Everson, CFN 'Dave' English, CFN 'Dutchy' Van Der Lee, CFN 'Mahery' Maher, CFN 'Toni' Bradford, PTE 'Michelle' Duniam (prodigy clerk) and the resident OJTs CFN 'Beardy' Beardmore, CFN 'Neilly' Neil and CFN 'Tim' Gillette.

Frog 2 had a busy start for 1999 with the usual song and dance of the floor sergeant, Snow, calling "Production! Production!" A couple of members were lost to overseas deployments: Blacky booked into Club Bogos on Operation *Bel Isi* and Dusty disappeared on Exercise *Tasman Exchange* to see how the Kiwis do it.

Meanwhile work at the Frog was moving along at full steam with 2 RAR wrecking vehicles as fast as they could be repaired and 1 RAR regularly grounding most of their vehicle fleet. The backlog was growing and Exercise CATA was drawing nearer when every craftie's nightmare became reality: the OC called two weeks of overtime.

With overtime completed and the backlog depleted the workshop deployed to the field for the first time this year, beginning with a week of IMTs. This consisted of the usual grunt activities such as digging, nature strolls (patrolling), digging, standing patrols, digging and a CFA. At the completion of these enthralling activities everyone piled into the vehicles and headed back to Lavarack only to jump into GMVs and head back out to High Range for Exercise CATA.



CPL Gorman hard at work during the BSG shakeout



BSG shakeout to Malanda, Aug 99

Altogether the workshop redeployed itself around High Range for just over a month. The usual difficulties of getting parts from Field Supply Coy were compounded by the fact that we were in the field and also by 5 Avn Regt testing the aerodynamics of Mack engines by dropping them from Chinooks. It turned out that engines can't fly all by themselves and the one that tried is still sitting at Supply awaiting medical attention. The BSG members were rewarded for their commitment with four days of adventurous training back in Townsville, leaving the rest to whinge and complain.

After Exercise CATA work slowed again, except for 1 RAR grounding its vehicle fleet. Again, LT Williamson moved to 5 Avn and LT McKenzie moved into the office of cool (it's air-conditioned). Blacky and Dusty returned from overseas and Macca headed off to Sub 4 (SGT). The Frog continued on with production leading up to Exercise *Crocodile*.

In preparation for Croc, the bane of the crafty reared its ugly head again, although this time overtime only lasted for seven days. During this time 2 Frogs worked long and hard, reducing backlog to an all time low of 50 hours.

The situation in East Timor escalated during the last week of overtime and the Croc was no more. All that hard work didn't go to waste though, the preparation for Croc meant everything was ready for Operation *Stabilise*.

Only a few Frog 2 members got guernseys and these guys lost most of their stand-down to preparation and briefings. Those left behind to hold the fort continue to work, waiting for the day that their guernsey is found and the workshop floor echoes to the sound of spanners clanging and Snow calling "Production! Production!"

### EIR Platoon 3 BASB Fd Wksp Jan-Sep 1999

EIR Platoon has again proven to be the backbone of the Fd Wksp, providing immeasurable support to 3BASB, 11BDE and the RDF. Highlights this year have been pretty thin on the ground due to our high workload and limited opportunities to swanning off.

A few of the more memorable things happened on the 3BDE CATA. Last year Paddy studied Law at uni, this year he dived into Medicine as was demonstrated on ex when he proceeded to break his own nose so as to study Rhinoplasty (and have a few days off in the process). CFN Gordon (Gordo), attached from 10 FSB for the exercise decided to test the QLD Emergency Services Helicopter when he mistakenly identified (better safe than sorry), a stick bite for a snake bite. It was assumed he yearned for the quieter life back at 10 FSB and decided to take the quickest exit possible. It was identified by many the exercise tested not just the deployment skill of the unit but also the humour of those involved.



Besides *surprise, surprise*, the mechanics failing to manage their backlog and EIR suffering overtime, the more humorous antics that have been happening are: Jamie Birkett cutting short his Team Army Racing career while imitating a crash test dummy, when falling from his new Yamaha at a race at Black River. The new platoon prod clerk, Wal Deayton has taken to Harley riding for the stress relief, his new occupation has brought plenty his way. Learning new names was hard for the ex gunny.

A complete change in the upper level of EIR Platoon has seen LT Sue 'I'm not new' Edwards join us with WO2 Mark 'Chopper' Read providing to her, his unenviable knowledge on rugby, what's hot and what's not party locations.

The Sgts of EIR have been SGT 'I'm too important to do PT' Smith (and it shows), his partner in crime SGT Wayne 'Was I posted here' Male. Thanks to modern medicine and a healthy drinking habit they have maintained sanity in this environment.

The Electricians have been flat out, servicing the needs of 1 RAR, 2 RAR and 4 Fd Regt. Paddy is at present on long service leave, in preparation for the rigours of instructing at ARTC Kapooka. In his absence Scotty Collard has taken over the helm of running Electrical Section, guiding the forever overworked, underpaid Peachy, Myles, Vonnice and Nicko. Welcome back to Jeremy Armstrong from whichever swan it was this time.

Instrument section has been under lack of direction this year (what's new ED), although CFN Amy isn't complaining about lack of courses, far from it, he wants to stay home for a month without a course. Don is forever making a good name for himself within the battalion with his superior orienteering skills, because he doesn't have 'the social skills'. Gus is bored, Tookie has been seen to smile once this year although all parties who witnessed the event for fear of reprisals have vehemently denied it. Troy Decker has been blessed this year by the RAEME gods with the granting of a Med & Dent course (I hate you Troy, Iuv Gus). Kel Williamson is back as happy and cheerful as ever tapping her *ruby red slippers* together and saying 'there's no place like *Brisbane*'. Welcome to CFN Murray who's presently disposed of at the Officers mess bar drinking himself to oblivion and cursing the day he heard of 3BASB.

The Radio Mechanics are forever praising *the box* (FRF Shelter) this year, for without *the box*, shift work would be non-existent, *'all praise be to the box, amen'*. With backlog soaring the forever giving, kind, beautiful people of radio land opened their hearts and volunteered to work eight hour shifts giving up their right to PT, duties, parades and all other onerous tasks. With the onset of BASB requirements, some of the box boys sought out sunlight and went on drivers course with the 'SQN', apparently Mel isn't the only one to get scared, when in the car with Ready. Luke's pick up lines didn't go over too well either. All good things must come to an end; the newly licensed drivers seek refuge back with their brethren in the box, (only if Bucket and Bucshy decree them now worthy). Stitty is busy readying himself for Sub 1 and Pete is eagerly waiting to join Pitty on course at sunny ALTC Nth. (Lock up your daughters when these two want to party).

A warm 3 BASB welcome to CFN Nixon, Murray and PTE Elings the super short proddy.

Some infamous quotes heard this year: 'Dry your eyes princess', 'Bougainville was f!\$%&\*@', 'Build a bridge', 'This place is f!@#%d', 'What course is Sgt Male on this time?' or 'Where is Sgt Male?' or 'Who is Sgt Male?', 'I don't understand', 'Targets down patch out', 'Take the ball and run with it', 'Trust me, you won't be doing overtime'.

For the end of the year SCMA has thrown in its share of humour by issuing its new posting orders that have had very mixed reactions.

**Out:** SGT Wayne Male J1 UN Promotion to WO2; CPL Paddy McFarlane ARTC Kapooka; CPL Gus McKenzie 1 Fd Regt; CPL Pete Whiting 2 RAR; CFN Peachy Kealley 10 FSB; CFN Tookie Rutherford JIRU Enoggera; PTE Wal Deayton Prod Control.

**In:** CPL Mark Daly 7 CSSB; CPL Bill Kennedy 4 Fd Regt; CPL (Guppy) Fisher ADFRU; PTE Michelle Elings Prod Control.

## 'From the Creek' Recovery Section 3BASB Fd Wksp

by Sgt C. Conn

Welcome once again to Recovery Creek, the backbone of 3 BASB Fd Wksp.

This year has certainly been a different and somewhat interesting one for the members of the section. Throughout the year the section has never been at full strength at any one time. This was due to courses, detachments, duties and just recently, deployments.

Three of the boys have recently returned from ALTC, successfully completing their Subject 4 (Cpl) Recovery Course and full of course war stories to be told of the 'All knowing, All seeing, Recovery Grand Masters' at the school (Oh, what one would give for all that knowledge!).

The recent bush 'sleep-out', CATA '99 brought out the best and the worst in all of us while at HRTA.

I would have to say that in the entire five years I have spent at this unit, this would have to be the best and most memorable bush trip I have had, with all things going according to plan, and all plans going smoothly (Ha, Ha!).

On one of our many deployments, the wreckers arrived at the loc at 'Oh dark hundred hours' (as usual) only to be sited at the most tactical position available, on top of a ridge line. (It made a wonderful photograph of the wreckers silhouetted against the rising sun at dawn!).

Because we were in position for a few days, the boys made friends with the local furry rodents and even attempted to keep them as pets, however, failing that, proceeded to cull them off with a myriad of different types of traps.

The senior digger, CFN Pete Muir, decided that the junior crafties required some driver training and attempted to show them the cross-country capabilities of the Twin-Boom wrecker. In the right hands, the Twin-Boom is capable of some awesome maneuvers, however, crossing 10ft chasms at speed is not one of them.

CFN Car (CAT 933 FEL/BU) was kept busy as usual digging all the battalion's pits and it was becoming apparent that there was a umbilical cord between it and CPL Bob Luck who was like a boy with a new toy. On one occasion, Lucky, being ever so helpful, dug out SGT Charlie Conn's pit, however he failed to notice that Charlie is not 7ft tall. (What did you have in mind Lucky?).

In all his wisdom, the guru of Fd Wksp, ASM WO1 Dennis Langham, decided to send out soldiers from different platoons with the recovery mechanic so that the recovery mechanic would not fall asleep while driving. Within 10 minutes of the wrecker departing the location, the vigilant escort would be fast asleep and remain so until it's return. (Thanks for thinking of us again Ace!).

I cannot end this article without the mention of how tactically efficient Recovery section was during this trip.

Thanks to Lucky who brought along his vast knowledge and expertise he had acquired while with the 'Chocos', recovery was for once very comfortable out bush. We had many a visitor who dropped in for a chat and a cuppa or to watch the State of Origin. The OC and CSM (MAJ Ronny Parrello and WO2 Dave Pabst) also popped in to catch up on *Days of Our Lives* or to look at our collection of morale-boosting photographs.

Young Shaun Davies was recently promoted to I./CPL, just

prior to his departure on 'that fishing trip'. So bets are now on on who will bring back the biggest collection of 'ear' necklaces.

While on his Sub 4 (CPL) Recovery Course on protest, CFN Craig Bannan apparently took on about 20 bikers in an argument and ended up completing the course looking like the victim of the Texas Chainsaw Massacre. He will soon be leaving the trade to become a 'Parts Changer' (VM), so we wish him the best of luck for the future.

The year 2000 will see a new face in the form of CPL Jamie Spargo (God help Recovery Ck), and Lucky taking charge of the section as the senior recovery mechanic in NQ.

Farewells to SGT Charlie (give me a Guernsey) Conn, who goes to 2/14 LHR (QMI) and CFN Pete Muir who goes to 16 AD.

Anyway, that's our lot this year, so until we meet somewhere on the side of the road, don't forget, we do accept donations.

*Merry Christmas and a Happy 2000!*

## GE 3BASB Fd Wksp in 1999

by CFN Paul Anderson



3BASB Fd Wksp - High range training area May 1999 during CATA. Taken from 182 Recce Sqn helicopter

Another year is fading away and in GE it was business as usual (bodgiew, bagging people out and the occasional job here and there). We started with the arrival of our new Platoon Commander, LT Dennis (Mad Dog) Maddock who took over the reins from LT Bronwyn Davidson, who left for FRG 1. LT Maddock then left for his ROBC course without first experiencing the madness and mayhem that is GE, as he was soon to find out.

CFN Scotty Fay arrived home after four months in Bougainville but left just as quickly again for some R&R. SGT

Steve Muller decided it was time to pull the pin and landed himself a job outside with a large mining company. This decision was music to the ears, err, umm, sad news for many people as no other person could tell a cock-and-bull story quite like Steve could. However, Steve has joined the reserves, so we'll be seeing him around.

IMTs reared its ugly head yet again and the fun and games began. After being delayed for a multitude of different reasons, the troops headed for HRTA to do everybody's favourite activities. IMTs led straight into the CATA and the fun kicked into top gear as snakes played havoc with certain GE members.

WO2 Jim Kellaway received a call over the K-phone from Craig (Fluffy) Hills who was ringing to ask for a snake catcher (or at least someone to hang on to) over at the lathe shelter. He wasn't the only one, GE's larger-than-life, afraid of nothing or nobody and resident *big gob*, CPL Shane Laing also had a run-in with a sliding reptile. Upon hearing a rodent died in the GMV, Laingy decided that sleeping between two chairs was a sensible idea and so spent the night that way.

Fluffy yet again rates a mention. After he was captured by the enemy while on an FRT, he was zip-tied and interrogated. After they wiped the tears away from the bumbling wreck's face, he was later released on a good behaviour bond along with that night's password, just in case.

Several plans for the termination of CPL Chris Smith's life were devised, however nothing eventuated and in mid year, Smithy pulled the pin and is now a resident of Cairns. Smiling faces galore could be seen at GE the day Smithy left, which were followed by certain unrepeatable comments (Woo! Hoo!).

Lately the temperature has risen overseas, and GE has seen a few of the boys depart for Timor. CFNs Jason Cameron, Scotty Fay, Mark Dorling and LT Maddock (who left with his webbing in the correct position instead of up around his 'GI-Rene' style haircut) boarded the big silver bird and left for Timor leaving us hard working Trojans behind. Fluffy has also up and left us. He's spending four months in Bougainville so we'll see him next year.

As is the norm at this end of the season, people get posted or discharged, and this year we sadly see the departure of WO2 Jim Kellaway and CFN Jason Cameron from the Army and enter a life in OCS. Laingy leaves for 5 Avn Regt, CPL Dean Boston goes to 1 Fd Regt and CFN Danny Unwin and Mark Dorling both make the long trek to 10FSB. Our resident 'Proddy', PTE Todd Brennan leaves in pursuit of the elite trade. He hopes to become a Fitter on completion of his course at ALTC.

This year hasn't seen much in the way of functions, but the end of the year party is sure to be an absolute blinder, in more ways than one.

Well that's it for this year, so roll on 2000 and more unsuspecting victims! Remember, when in GE, be sure to be nice and not ask for work to be attempted, for you could be the victim of many a practical joke and bagging-out or at least a good flogging.

If anyone requires a wooden box to be made, forget a carpenter, call Scotty Fay. Boxes constructed to suit nobody's needs!

## HQ Fd Wksp 3BASB - Annual Report

1999 was an interesting year for the Workshop as a whole as well as for Workshop HQ. MAJ Ron Parrello made the trip up from Canberra to take his seat in the OC slot. CAPT Sharryn Parker kept her 2IC slot, but only for a few months until she took her swan trip to the Land of the Long White Cloud.

May saw the Wksp take a trip up the long winding road to high range for the annual CATA. The CP was run by the acting 2IC LT Amanda 'Is that a snake in my swag or just a wayward ockie strap?' Williamson, LT Daniel 'Oh please make me the





38ASB Golf Day – the CSM WO2 Pabst gets comfy

RRF commander again! Israel, SGT Alison 'Yeah, send in the fitters track!' Bird and PTE Kel 'I'll gob off if I want to' Shandley.

After the CATA the CSM WO2 Dave 'A hard earned thirst needs a big cold beer' Pabst and the ASM WO1 Dennis 'I'm fitter than all the subbies' Langham, were screaming for an OC's golf day, and so it was to be, as the pictures indicate a good day was had by all.

SGT Tim Evans our resident QSGT is now enjoying the wonders of Bougainville and has left CPL Brennan to run the show along with PTEs Elves and Johnston. MAJ Parrello deployed to East Timor as part of DJFHQ.

Farewells must go to PTE Shandley who is corps transferring to Int. The orderly room is now being run by CPL Rudder (Thank God). Also to WO2 Dave Pabst who is discharging after completing 20 long years in the Army. We wish you plentiful fish, many cold beers, and fairways a green as the label on your favourite brew.



LT Sue Edwards and LT Daniel Israel on their golf buggy conversion course



The ASM WO1 Dennis Langham putting for Birdy on the 5th

## 11 BASB WORKSHOP COMPANY

Greetings from Jezzine Barracks in Townsville, the home of 11 BASB Workshop Company. Yes we are still alive and kicking despite rumours that we have been taken off the ORBAT and/or amalgamated with big brother at Lavarack Barracks. Although an amalgamation seems inevitable, no one is letting on if this is still going to happen and if it does what, who, when and why. Until the powers to be make a decision we will soldier on as normal.

The year thus far has been mind boggling, coming to terms with a new hierarchy at Battalion HQ, dealing with change (in some cases for the better) and generally getting ready and gearing up for the grand finale AFX, FX *Croc* 99. We are off to RAAF Base Scherger to defend it from the nasty blokes and look forward to a decisive victory at the end of the day. Conduct of the exercise will be done in two phases; an FRT element being detached to the Combat Services Support Team (CSST) who will provide first line support to the Battalion group and the remainder combining into a Combat Services Support Company (CSSC) that will provide Formation line support to not only the Battalion group but also to the RAAF element when Scherger is activated. The CO of the Battalion has decided that the steering group for the CSSC will be none other than the Command group from Wksp Coy. A bit of a feather in the cap for MAJ Alan Watson our OC, CAPT Rex Diplock our OPSO and SGT Mick Thickett our CSM. I will let you know in the next edition of the 'Crafty' if we won.



WO2 Tuohy 'getting friendly' with HOC, OC Wksp and CO 11BASB

The highlight of the year was the recent 11th Brigade RAEME all ranks dining in night held on the 5th Jun. This was the second dining in night organised and sponsored by Wksp Coy and as with last years, was a total success. As a twist to the evening, a Lite Pro presentation on the history of RAEME was presented throughout the dinner. The presentation depicted Corps history and highlights and was well received by all. Another twist to the evening was the presentation of table candelabras manufactured by the different sections of Wksp Coy. The time and effort put into the candelabras had the ASM shuddering at the lost production hours used to manufacture them and also had the CQMS shaking his head and pondering how he was going to write off spanners and parts that had been welded together to manufacture them. The invited Cockroaches also got into



WO2 Brian Tuohy, MAJ Alan Watson and MAJ Doug Gammon check that 'Harry' survived the trip to Townsville; the night before the dinner



MAJ Doug Gammon and his host for the evening CFN Therese Azar. Behind is SGT Sharron Nicholson who was a steward for the dinner

the rhythm of the night and manufactured a candelabra that took out first prize. Well done roaches.

The obvious highlights of the night were the attendance by our Head of Corps, Brigadier Colin Sharp and our SO2 Corps, Major Doug Gammon who brought along 'Harry' our Corps Centrepiece. To both of you, we say thank you for taking time out from your busy schedules to attend the dinner. We look forward to next years dinner.

On a sadder note, we say farewell to three of our members who have decided to take the plunge and transfer to the ARA. To CPL John Kemp (1 CSSB), CFN Chris Marks (ALTC, Bandiana) and PTE John 'Thumpa' Harris (SME) we wish you all the best in your future careers with big brother.

Congratulations to our Training WO, WO2 Brian Tuohy, alias Two Echo who was presented with an Australian Day Medallion earlier this year for services rendered to Wksp Coy and 11 BASB.

Until the next edition, from Wksp Coy 11 BASB, *Arte et Morte*.

## 1 RAR TECHNICAL SUPPORT PLATOON 99

As always the start of a new year brings with it small and large changes within the workshop, this year being no different. Posted out of the TSP since our last article was: WO1 Boof Biddle SCMA; CPL Steve Araci 7CSSB; CPL Andrew Cassidy 3BDE HQ; CFN Mick Jackson 4 RAR and PTE Jason Smith ALTC Bonegilla.

With such a big turnover of personnel within the workshop, the few remaining veterans were shell-shocked for the first month or so. The new look TSP for 99 consists of:

**ASM:** WO2 John Buscher

**PLSGT:** SGT Phil Barber

**STOREMAN:** CPL Gavin 'Arnie' Hamilton

**EIR SECT:** CPL Tony 'Gordo' Gordon, CPL Jason 'Robbo' Roberts.

**GE SECT:** CPL Dean Lankhear, CFN Matt Saxon, CFN Matt 'Greaser' Grieshaber, CFN Anthony Troy

**VEH SECT:** CPL Marty Burgess, LCPL Jeff 'Changi' Richardson, CFN Adam 'Eddie' Vetter, CFN Al Croke, CFN Chris Lieneman, CFN Andrew Dunium.

With the new crew came a few new claims to fame:

1. We now retain and employ the world's oldest crafty. This record goes to CFN Al Croke, 39 years old before he decided to join up and do something other than swing spanners all the time. Now 40 years old and still swinging spanners, we look up to Al as the voice of experience in most life matters.
2. CFN Anthony Troy has returned to the fold, not wanting to completely sever his ties with the First Battalion. After trying for so long to escape the infanterist lifestyle Tony has returned

to 1 RAR to fix the weapons his brothers are busy breaking.  
3. Shock horror. The boys of the premier Tech Spt PL were called upon to utilize their secondary role becoming members of various rifle sections for an overseas deployment warning order. This left the workshop with a sum total of four members to carry out urgent pre-deployment repairs for the battalion. (Do about five duties each a week.)

In-between exercises and courses we somehow managed to ground nearly all of our vehicles at one stage or another. At last count there was still nine left on the parade ground requiring repairs after our last safety check left the battalion with a sum total of eight roadworthy/serviceable vehicles. The boys have had their work cut out for them keeping up with the demand for vehicles to be used on courses and various bush trips. Even the boffins were on the vehicle floor swinging spanners for a couple of weeks to try and get the vehicles required out.

Exercises involving Tech Spt as a whole have been minimal, after an initial shake out ex at the start of the year to High Range where we were used in support of the battalion who were liberating a township from the bad guys. As usual the weather was stinking hot and then it rained.

**Rules of RAEME Warfare (RRW) No 1:** If a landrover gets bogged moving into the echelon position, don't send in the caterer's mog with eight-ton trailer after it.

Evidently the weather was not included in the grand plan when the recon party sited the ech. After a very stormy night and unbogging most of our vehicles (some twice) we moved to the new and improved position for the remainder of ex. To finish off the a RAEME element was called forward to help with the battle field clearance of enemy vehicles.

The second major ex for the year saw us once again deployed to the High Range Training Area to support the battalion in their defensive position live fire ex. After the initial shock of being given ammunition subdued we realized this ex was going to be very different. To start the ex we deployed with 12 blokes, this was all right; work was not that hard, we had our pits down in record time, piquet's were not that long, life was sweet in general. Then the rot started; Vehicles and radios were breaking down at a great rate of knots, we were being brassed up at all hours of the night by an unseen enemy, people were required at short notice for patrols, Frt's going out, broken equipment coming in. To top this all of Eddie had to leave for some dental work. And then there were 11. With the defensive ex over, we were moved to the BMA to resupply and repair as much as we could before we moved to Koombalooomba for the second part of the ex. Two days of swanning around the BMA pilfering what we could when we lost another three boys who had to go back to Townsville. And then there was eight. The situation was getting rude; piquet's were getting longer, we were still being shot at, work was piling up. The road move up to Koombalooomba was a shocker.

**(RRW) No 2:** The average landrover will not travel any further than the distance determined by the amount of fuel it can carry.

Arriving at Koombalooomba in the last packet meant we did not have much say in where the Wkshp sector would be placed. 'You want us to work and live where?'

Somehow we managed to get all the Wkshp vehicles into the meagre area, about the size of a back yard and set about repairing more vehicles. Seeing as we were making the best of what we had, the order came down from above that Tech Spt would also run the vehicle checkpoint at the entrance to the ech. Situation was now bad; piquet's on the VCP, more vehicles in fix, pissing down rain, and only eight blokes to enjoy this.

We had managed to get ourselves into something resembling a routine, when the word from above once again struck fear



into our hearts. We were to send an FRT back to Townsville with an advance party. And then there were six. Still running the VCP, as well as preparing the vehicles for the return trip to Townsville. The ASM summed up the situation in a moment of reflection, "As a crafty, I expected to do gun pickets. When I was a Corporal I organised the picket list, but still did them. I helped the boys out when times were tough as a Sergeant. I never dreamed I would be still behind the gun once I became ASM."

After a very long night the war was deemed won by the good guys and we prepared to return to base. As per usual the weather had other ideas and set in. With the infantry's unable to be extracted by air we were told to settle in as we would not go until they had left. Out came the emergency jaffle supplies, the cards and all the brews we could make to help kill the time while we waited. Rumor control was now working overtime. We were staying one more night, no we were staying for two and a conflict OS was brewing and we were being held here till they gave us the green light to go. Once again the word came down from above, with bated breath we awaited the verdict. GO, GO, GO, the grunts had been airlifted and we were on the move.

**(RRW) No 3:** Treat all good news with a premonition of bad juju.

Not satisfied with being out scrub in such arduous conditions for so long, Arnie our illustrious roach, had a helping hand in ensuring the Wkshp would stay out for an extra night. Halfway down the Koombaloo range Arnie's mog came to grief on a sweeping bend, ending up on its side in a gully on the side of the road. Luckily no one was hurt badly in the accident. Another night of long pickets was spent guarding the RPS truck containing the battalions worth of repair parts. Recovery was carried out in the early hours of the next morning to right the vehicle. Thanks to 3BASB. After an extensive inspection of the mog it was decided to push on home with Marty driving. The legend of the road warrior was born. Dressed like an Arab terrorist Marty coaxed, cursed and cruised the windowless (well air-conditioned), badly bent (it had character), and slightly temperamental (didn't like hills) mog back to Townsville. With amazed looks from passing cars and startled looks from service station attendants who thought they were about to be robbed, the road warrior ruled the highway with an iron fist. Gorlo found this out the hard way with barely ten kilometers to base, trying to over take the mighty road warrior a tire was blown (shot out by the prick he claims), delaying his return.

**(RRW) No 4:** Don't mess with the road warrior.

Mid year brought with it the mid year function, surprise surprise. This year's event involved drinking copious amounts of the amber liquid in the guise of a Pub Golf game. Nine pubs, par of 36, teams of two. The night started out well with all members paired off and raring to go. A few of the boys were off to a good start, well under par for the first few holes, despite all warnings from officials that you had to finish the last hole to be in contention for the prize. All but one finished the course, we lost Troy somewhere near the sixth pub.

Once again the wkshp has completed all tests of physical prowess thrown at us by the head shed. These included the Battalion Fitness Test, up the ropes twice and a 2 km run in under 10 min wearing webbing with rifle, and an endurance march over 25 km in webbing with front line ammo carrying a couple of mortar rounds. With the closure of the Strand due to renovations, and an increase in overtime, the tempo of PT has been greatly reduced. It should pick up towards the end of the year. Long live the TECH SPT leave club.

**(RRW) No 5:** Don't underestimate the endurance of the average crafty.

Released due to good behavior at the end of 99 will be SGT Phil Barber on his way to Perth, CPL Arnie Hamilton moving

down the road to 10PSB and LCPL Changi Richardson off to 3BASB.

All the best till next time, *Arte et Marte*.

## 21 CONSTRUCTION SQUADRON – WORKSHOP TROOP

### Keeping the Rooster Crowing

Workshop Troop closed 1998 at a hectic pace following the Squadron's deployment to Bickerton Island (Gulf of Carpentaria) and Elcho Island (NE Darwin) for seven punishing months. The return of the Squadron's equipment signaled the beginning of an intensive maintenance period. The equipment was in desperate need of maintenance, and a maintenance program was implemented to inspect and repair the equipment. As Christmas rapidly approached, it was decided that a large part of the maintenance should be delayed until the beginning of 1999.

At the beginning of 1999 the Workshop welcomed a new Tp Comd, Captain Nathan Archer. Other members to arrive were: SGT Phil Munro; CPL Cherie Blackadder; CPL Rob Johnson; LCPL Glen Szelonek; CFN Tim Hilton; CFN Daryl Weller and SIG Matt McPherson.

The kick-off for 1999 was the usual induction training and unit IMTs. These activities impacted greatly on the workshop's ability to overcome the backlog from 1998. The MAS visit left the unit with a new perspective of how everything should be in a perfect world and a long list of very topical repairs. With MAS's departure from the unit, the crew set about trying to reduce the 2000h plus backlog that had accrued from 1998 and the MAS visit. The outstanding performer in this effort was the unit tradesman and SQLG who provided excellent support to assist in the reduction of our backlog.

In return for the long arduous hours the Workshop crew had to work to return the Squadron's equipment back to a taskworthy condition, they were treated to a day of aggressive driver training (Go-cart racing). A fantastic day was had by all with the eventual winner CFN Brett Johnson crowned the most aggressive driver. The highlight of the day was when CFN Brett Johnson lost control of his cart, careered into the side of the ASM, WO2 Jeff Maurice, sending him and his cart through a safety barrier. The endstate was a very vocal ASM and a missing wheel on Johnno's cart.

Preparation and support for Exercise Crocodile 99 was the focus of the Workshop for the remainder of this year. The Squadron is currently deployed to Camp Growl, Shaolwater Bay, conducting tasks in preparation for the arrival of the Australian and United States fighting forces. The Squadron has been on the ground in SWBTA since 2 Aug 99 and is expected to return on 28 Oct 99. An advance party, consisting of LT Ide, ASM and six other handits deployed on 16 Aug 99 to create the workshop site in preparation for the arrival of the main body on 30 Aug 99.

21 Const Sqn has traditionally worked long hard tasks and little time to conduct maintenance on its equipment. This year has seen a marked reversal to this trend through persistent lobbying, from Wksp Tp Comd and ASM. The OC has now directed that the Squadron place more focus towards the maintenance of its equipment.

The Squadron is now reaping the reward of the change of focus with maximum equipment operating with minimal downtime.

The end of the year sees a 70 percent turnover of the Workshop. It also sees the ASM WO2 Jeff Maurice retire from the Army after 22 years of service. Other members who are posted from the unit are: LT Fiona Ide 7 CSSB; SGT Danny Maroney posted on prom AFMA; SGT James McGregor posted

on prom 7 CSSB; SGT Mick McGann MAS-B; CPL Dave Larkin posted on prom 1 CER; CPL Jamie Spargo 3 BASB; CPL Jason 'Moc' Williams posted on prom 7 CSSB; LCPL Glen Stefanek discharge; LCPL Gordon 'Mitch' Mitchell posted on prom 1 CSSB and CFN Nathan 'Elvis' McMahon 7 CSSB.

The year 2000 is building up towards being another busy period for the Squadron. It is planned that the unit will again deploy off the coast of the Northern Territory to Melville Island and the Tiwi Islands. This deployment is expected to last for approximately six months and is guaranteed to create a maintenance and logistical nightmare.

*Arte et Marte*

## LONG LIVE THE CRAFTIE

by WO2 Jeff Maurice ASM 21 Const Sqn

After spending 22 years in the ADF the first four as an Army Apprentice (33rd VM) the remainder in RAEME, I am very pleased to say the RAEME Craftie is alive and well.

You may be asking yourselves what is he on about.

I have been a part of the Army Apprentice scheme and seen the Adult Tradesman scheme and in recent years I have served as a Training Warrant Officer over seeing the ATTS. As the ASM of a WKSP I was becoming deeply concerned that our Crafties maybe becoming more like parts changers than tradesmen. It has long been a passion of mine to give our Crafties the broadest experience base possible, and to instil in them the will and the desire to have a go.

The main aim of any tradie worth his salt must be to get the equipment going and to give it back to the operator in a safe and useful condition as soon as possible. If this means making an interim repair while waiting for the parts to arrive, then so be it. The tradesman and their supervisors should plan the repair, bringing the equipment back to its original condition at a time when the replacement part is available or when the task has been completed and the equipment can be spared.

My recent experience with US Marines on Ex CROC 99 has reaffirmed my trust in our tradesmen.

Those of you who have not experienced the US Military, may be surprised to learn that they draw their maintenance staff from the operators within their Corps, and train them for a whole eight weeks, giving them their basic grounding to be a technician.

The US Marine group that I had contact with came direct from Okinawa and brought with them all manner of weird looking Engineer equipment that looked like it would have been at home in the 60s TV show the Thunderbirds. Their equipment was in a fairly poor state of repair and their logistic support (RPS) was yet to be established. Their MT (Motor Transport) and HE (Heavy Equipment) technicians spent the first two days looking at all the gear and trying (mostly in vain) to get them running.

Time to bring in the RAEME Crafty.

The Wksp Tp was tasked to provide whatever assistance they could to get the Yanks going.

As very little of the equipment resembled any of ours, parts were out of the question. The Marines MT and HE technicians had a go and I am not being unfair, for the most part they were out of their depth. So bring in the RAEME Craftie, I can say that I was impressed.

The problems ranged from electrical faults, loose wiring, alternators with broken wiring, engine oil leaks, to brake air lines that were being burnt because of exhaust leaking directly onto the plastic air line. With no parts to replace components or to repair blown exhausts, most of their equipment was destined for the Croc Park while the US got their credit cards authorised and waited for the parts that weren't avail in Aust to be flown in.

I am unsure whether it was the challenge to work on these monstrosities or the chance to show our visitors how skilled we were but the Crafties (at all ranks) of 21 Const Sqn Wksp Tp had a damn good go. Although they didn't get everything going (1 heavy transporter with a burnt voltage regulator) they certainly overcame the obstacles. They were ingenious and used their initiative, which gave the Yanks a hell of a lot more of their equipment to use than what they were going to get from their own maintenance crews.

This surely is the true value of a RAEME Craftsman.

Well done. Long Live the Craftie.

## TECHNICAL SUPPORT PLATOON 4 RAR (CDO)

by SGT Tank Pontifex (Yes! I'm still at 4)

Greetings and salutations Brothers and Sisters and welcome to



TSP 4RAR (CDO) Exercise 'Frozen Spanner' (l-r): Rod Fletcher, Nick Jackson, Brett Fewson (SIG), Alex Palmer, Scott Hewat, Brett Sament, Paul Nuernberg, Walter Murphy, Lindsay Clark, Tank Pontifex, Brett Woodward (PTI, UATL), Jason McLinden, Tom Gill, Mark Winter, Andy Knight (Medic), Jason Stott and Ben Jansen

the ever changing always amazing soap saga you have grown up with and come to love, the prestigious 4 RAR (Cdo). Unfortunately I have nothing to comment on military skill wise (this edition as our dearly beloved door kicking counterparts have decided not to run a mil skills comp after having been thoroughly outclassed for the last two years. TSP has provided a far superior, motivated and trained RAEME force opening up large tins of Whoop Ass left, right and center.

TSP has had an influx of bright eyed, bushy tailed newbies come into the platoon this year with those of note being CFN Paul Bendell (DNSDC), PTE Nick Jackson (RPS Roach, 1 Avn Regt), CFN Walter Murphy (BIG or whatever its called, used to be 4 Base) and CFN Jason Stott (9 BASB changed over from our chocolate bretheren).

With the New Year came the inevitable mad commando's disease, which affected the TSP wannabes, CPL door kicker Jones and CFN gun slinging Clark. Both boys did an excellent job with Jonesy managing a bayonet pass (that's cowboy language for a door kicker class one) and Clarky got through with a credible trade pass, well done men, you can have it and that daggy luminescent green beret to boot. Jonesy has since sought greener pastures at B Coy as a full time strangler of chickens and TSP wishes him well on his career change.

April saw 4 RAR called out to tarp roofs after a severe storm ripped through the eastern suburbs of Sydney. Of course there is always one in a crowd and CFN Paul Bendell won the Larkin award by swan diving with a half pike off a house roof into a manky green back yard pool all for a measley two cartons and a 2.6 average score.

3 RAR finally worked out how to beat 4 RAR, basically all you have to do is run over them with a Land Rover whilst they are riding a push bike as CFN Steve Bernat found out first hand by trying to impersonate a chrome Mack bonnet emblem. Three months in hospital and several operations still haven't set him right but luckily he's still got his sense of humor.





Snow cave – PTE Nick Jackson, CFNs Jason Stott and Ben Jansen

The baby boom is still well under way with CPL (newly promoted in Aug) Jason McLinden, CFN Heath Ledwidge and CFN Lindsay Clark all welcoming newborns into their families this year.

May saw the majority of TSP that aren't hard enough to do the Commando Amphibious Operator Course do that pooney Small Boat Handlers Course. Luckily the hard man himself, self appointed Hitler impersonator CFN Chris 'amphib operator' Iach took charge of the weak and lame and turned them into Mini me's, the spitting image of himself. The Caped Crusading pair of Batman and Robin continued their antics with Robin (OC, LT Alex Palmer) turning the boat just a little too sharp for Batman (ASM, WO2 Tom Gill) who took an exit stage left into the deep blue beating CFN Bendell's previous dive score of 2.6 with a graceful 2.8 half tuck and tumble followed by a mid air cartwheel and belly flop. Luckily he got a chance to better the score as his faithful companion Robin gave him another opportunity 5 minutes later, however the form was just not there (my Batman what weak wrists you have, most unlike your firm thighs).

The ASM has got his own back however by producing his own version of a Microsoft company by rigging up a network of computers for all that dare to use. Even Project Diary could not work out what he has done or how it could possibly work, what would they know hey Ace! Don't tell me computers, I know computers I think. At least he knows the passwords to get in, no one else does.

May was also time for the Battalion Ball, TSP dressed to impress with CFN Jason Beale winning best ensemble with his black dinner suit and accompanying DPCU tie and handkerchief. TSP also had the raffle on a string winning half of the ten prizes on offer.



SGT Mark Winter takes a well-earned break during TSP's 1999 ADV TRG Ex

June saw the Battalion deploy to Pt Augusta, South Australia to the sunny and cheerful El Alamein camp for Ex Red Dawn. TSP went along for the ride to fulfil its main operational role of filling deficiencies in the ammo picket roster or driver tasks of which there were plenty, luckily the GMV was prepared with the playstation, TV, fridge and microwave so that the picket could survive the monotony. Our Gun slinging counterparts were not too keen on jumping into Spencer Gulf after TSP circulated the rumors of 16 ft big white pointer noah's that had been seen in the area looking decidedly hungry. Some door kickers were even convinced that TSP had put out berly bags off their zodiacs to attract the marine life to spice up the boring time of waiting to pick up wet parachutists. CPL Brett Bament showed everyone how to disconnect an eight tonne trailer on the move which impressed the truckies to no end and SGT Mick Williams is still trying to get out of paying a speeding fine to South Australia's finest by claiming that the photo of him is his long lost twin brother, Cedric.



CFN Stott takes a break in his tent after digging it in

July was the long awaited Nordic Adventure Training week with TSP travelling down into the depths of the earth and billeting at Appy school for a week of skiing at Falls Creek. CPL Rod Fletcher, as the UATL, led the push with a day of attempting to stay upright on cross-country skis (called an introduction to skiing). CFN Jason Stott won the best stick with a cartoon impersonation of a face plant into a wooden barrier wall. Another two millimeters and he would have broken through the wall and left a perfect body print of a person with hands and legs spread wide. A rest day was called for to set bones and strap ribs before we set out to cover a brisk eight km of cross-country skiing to our destination known as the middle of nowhere. At approximately the five km mark a kindly gentleman asked us if we were from the Army as we had left our lights on our Coaster, CPL Brett Bament god bless his soul had done it again. The kindly gentleman said that he would be able to get the lights turned off for us as we were heading out for three days and it would be no problem. Of course three days later the Coaster battery is dead flat because the kindly gentleman was really a F%\$\*^\$ idiot the same as Brett. Lucky they only charge \$2 a minute to use jumper leads at Falls Creek. Quote of the trip came from CPL Rod Fletcher at about the 6 km mark as he pulled over CPL Brett Bament and SGT Tank Pontifex (at the back again). Fletch had his ear cocked into the wind concentrating intently and said in sheer wonderment "Hey Guys if you listen really hard you can hear the music from the lifts at Falls Creek". Fortunately Brett had to turn his walkman down that was inside his jacket to hear what Fletch had to say. Who said Welders were mentally challenged. TSP was then



On the ski lift at Falls Creek (l-r): CFNs Scott Hewat, Walter Murphy and CPL Paul Nuernberg

put through some snow survival skills with a night spent in snow caves dug into the side of a hill, constructing a snow mound that no-one was game to sleep in and day trips around the country side. All in all an enjoyable adventure training.

August has seen CFN Steve Giles get the swan trip of the year to travel to Geraldton to pick up 4 RAR's new vessel the 21 metre Red Viper. Gilo had to endure a week of intensive shore training at the Geraldton local before drying out on a round trip to Darwin for a top up, Townsville to meet some mates then back to Sydney, not a bad fishing holiday.

September saw the much awaited Hardie Commando 500 at the local Go-Cart Emporium. After five heats of bump and run it was clear that SGT Mick Williams and PTE Nick Jackson were the hot favourites to take out the title. The tension in the air was tangible as the fat controller led the field around the track on the warm up lap. As the green flag dropped the thunder of six souped up, slick looking 2 HP Briggs and Stratton motors could be heard peaking at redline. Six laps of bone crunching, axle twisting drama came to a head when SGT Mick Williams span out of control thus losing the trophy to that six legged scurrying little creature Nick the Roach. A point was proven though, that if Willy didn't have his big gob open telling everyone what a gun driver he was as he went around the track the reduction in aerodynamics would have let him win by a good car length. Of course every game has to have a loser and the Dynamic Boy Wonder: LT Alex Palmer seems to fit the bill time and time again. Robin is so used to being behind the Caped Crusader he just can't get to the front (something about a fixation with Batman's thighs I think).

TSP is winding up for Croc 99 with a road move up to Townsville just in time to make the road move back to Sydney. It has been pack on, pack off with Croc 99 as 4 RAR (Cdo) was moving by road, then by Tobruk, then by Linehaul, then back to road, then the ex was shortened by a couple of weeks, normal sneaky peaky stuff, all hush hush to keep the enemy off balance don't you know.

Sport wise TSP has had CPL Andy (Action Man) Makin make the NSW Interservice Aussie Rules and CFN B.J. Jansen take out the Best and Fairest in Girls ball (sorry BJ, Soccer). Other members have been involved in Aussie Rules, Soccer, Touch and Hockey finals. Courses both trade and military still abound with the fitters fairing the best getting on every marine course known to man. Military wise most of the diggers are or will be Sub 1 CPL qualified by the end of the year.

As the end of the year looms the pace picks up with more courses and raids to support and the much maligned and dreaded MAS visit in November (with good reason I hear you

mutter) just jokes Guys, please don't ground my vehicles, they aren't that bad really! The gunslingers have trips to Vanuatu in Dec 99 and Butterworth in Feb 00 all of which require close RAEME support.

Postings to greener pastures for 2000 include LT Alex (Boy Wonder) Palmer (long term schooling, Mechanical Engineering Degree - apparently), SGT Mick Williams (3 RAR on promotion as ASM - apparently), CPL Brett Bament (25/49 RQR - apparently), CPL Rick Van Roosmalen (2 Cav Regt on promotion - apparently) and CFN Heath Ledwidge (25/49 RQR on promotion - hopefully).

So if you are looking for a posting that offers you an opportunity to be the best you can be, live on the edge and push the envelope all the time then piss off to some other warry workshop. We are after someone that wants to put in and work on the floor for once, not kick innocent doors in and strangle helpless chooks for the thrill of it all.

To all and sundry a merry Christmas and a safe and prosperous 2000.

*Arte et Marte - long live the brotherhood!*

## 110 BATTERY - TRAGEDIES

by CP C. Dempsey

On 10 May 99, 110 Battery was involved in an exercise called *Arco North* which was conducted around Katherine in the Northern Territory. The exercise was to last for four weeks which included both road trips from Woodside to Katherine and back to Woodside. Because of the length of the exercise, 110 Battery asked for RAEME support in the form of three FAST teams. With each FAST team consisting of two people, a competition was put into place to record the other FAST teams 'Acts of Stupidity'. What follows are the sad but true stories from that fateful trip.

**FAST A:** consisting of CPL Trevor 'Wingman' Spong and CFN Simon 'Mr Magoo' Moore.

This pairing were doing very well until one night it all went very wrong. While driving to a Rapier launcher for an EMEFIX the vehicle they were in decided to catch fire. Trev decided to open the car door and run while leaving Simon to fight the fire. Trev remembering his beloved ABBA music collection decided to return to the vehicle and try to save it. Once Trev finally made it back to the vehicle Simon had the fire out and was reading his novel. When queried about what he was doing, Simon replied "I am waiting for my fearless leader to return".

When they arrived at the launcher they were given permission to use white light to get the vehicle to the site because the site was on a cliff. Trev started driving the vehicle up the rise using high beam when Simon decided to jump in front of the vehicle and guide it using a red light. Like a rabbit caught in the headlights of an oncoming vehicle, Simon decided to run up the rise in front of the vehicle. Trev had to slam on the brakes to avoid hitting Simon and sending him down the cliff on the side of the rise. When Trev asked Simon why he hadn't just stepped off the track, Simon replied "I thought I could outrun a fast moving 6x6".

After finally completing the EMEFIX, the pair started returning to their vehicle when Simon just wandered off. When Trev realised where Simon was and tried to warn him, Simon had just walked straight off the cliff. Luckily for Simon, where he performed his accidental leap of faith there was a ledge, and he only fell 2m. Simon climbed back up to Trev and continued on as if nothing had happened at all. Trev was speechless until Simon told him that this was a regular occurrence for him. To this day, we are all still dumbfounded as to how Simon has remained alive.

**FAST B:** consisting of CPL Greg 'Navigator' Dempsey and CFN Freddy 'The Gobb' Freestone.



Being teamed up with Freddy there was going to be no competition, we were destined to lose and lose big. This is why we believe the other FAST teams introduced this competition. Our acts of stupidity were numerous but listed below are the ones we couldn't cover up.

On a moonlit night, we were called out on an EMEFIX to repair a launcher. After arriving at the site we parked the vehicle in a small clump of trees and then proceeded to the launcher. Several hours passed as we worked on the launcher and the sky became extremely clouded over by this time. When the work was complete at the site, we collected our equipment and headed back to the vehicle. Twenty minutes later it finally dawned on us, we couldn't find our vehicle. Returning back to detachment, Freddy asked the detachment "can you guys give us directions to our vehicle?" This brought an absolute howl of laughter from everybody, but to their credit they helped. We all formed up in an extended line and then proceeded to do an emu hob for our vehicle. After finding our vehicle, we swore the detachment members to secrecy and drove off.

After we left the site and were enroute back to the echelon, we received another EMEFIX for a different launcher. We arrived at the new site and parked the vehicle, taking extreme care as to note where we parked it. Leaving the vehicle and heading for the launcher, we were met by a member of the detachment to let us know that it was a finger fault. To our joy we headed back to our vehicle and started to return to the road. With our fun scale in the positives, we drove back to where we thought the road should intersect a small rise. When we arrived at the small rise, there was no road to be seen. We then drove around in ever-increasing circles trying to attract the attention of the road. Unknown to us, the detachment we had just left had been viewing the entire episode unfold. After we had not attracted the attention of the road, the detachment members finally decided to relay directions to us via the radio. We thought we may keep this one quiet, but to our worse nightmare Trev was also watching us from another site.

Several days later when our vehicle was involved in an accident, Freddy wished to disable the vehicle by removing the ignition fuse. What he failed to recall was the driver's side wheel was resting under the fuel tank and the front axle was split in two.

**FAST C:** consisting of LCPL Greg 'Homer' Badcoe and CFN Johnny 'Bang' Dallwitz.

When the time came for everybody to claim their acts of stupidity, the two of them denied doing any. The rest of us greatly disbelieved them, so investigations were put in place straightaway. After much digging and possibly bribery, totally unbiased people gave the following stories to me.

The first was when Greg was required to open the gate, so Johnny could drive the vehicle through. He opened it, Johnny moved the vehicle through, and then Greg shut the gate. After Greg had shut the gate he was on the opposite side of the fence to the vehicle. We don't know if Greg got sidetracked or not, but he re-opened and re-shut the gate with himself still on the wrong side. When Greg finally realised he was still on the wrong side of the gate, he attempted to jump it. The take-off was graceful, but the landing left a lot to be desired, as Greg didn't plan to land on his face. His first reaction was to look around and see if he had been seen. Thinking he hadn't been seen, he strolled back to the vehicle and they carried on.

The second was when Johnny was due for his piquet on the RAEME element gun. After the off-going piquet woke him, he proceeded to the main gun where he thought he was on. When arriving there, the guys informed Johnny he was on at the RAEME. Johnny then asked for directions from the others, but

none could be given. In his wisdom, Johnny decided to walk the entire ring road hoping the other member of piquet would see him, and call him over. On his third lap of the ring road, and growing more and more frustrated, Johnny started singing. Johnny got the desired result he was after, the other member on piquet at the time, laughing at him. The other guy at the time actually did more than his piquet, as Johnny was such a crack up.

In conclusion, fun was had by all.

## EQUIPMENT SUPPORT PLATOON - 6 RAR



Members of Equip SPT PL 6 RAR

As the story continues, we find the band of mighty men of ESP 6 RAR, (Men Fixem Toys) locked in a battle to the death with the enemy, (Men Breakem Toys). April proved to be fairly quiet for the Workshop and the normal routine of fixing the Infantry's broken toys was well under way. With May just around the corner and what started out as a Coy exercise, soon blew out to a Bn deployment up to SWBTA. This minor change of Coy deployment to a Bn deployment had the Ops Cell saying, 'What's the difference?', it's just a couple more meals to cook and a few more cars to look at and we're away. Ex Heavy Resources was to involve live firing at Coy level with the steyr, minimi, MAG 58, 66's and 84's. Even the LAV 25's and Hamel guns got a work out. The culmination of the exercise saw D Coy conduct a Coy attack onto the Fire Spt Coy's gun position. I'm sure that some of the younger infantry soldiers are having second thoughts on trying a stunt like that again and now appreciate the value of having artillery in the Bn.

We returned from SWBTA just in time to good-bye to CFN



Blue dog on the gun line with Fire Spt Coy (note the earmuffs)



The ASM inputting EME data using a playstation controller, interesting concept



The Field Lubricating and Servicing Pallet

John Hutchinson who was packing his toolbox and DP1 equipment in readiness to deploy on Op Bel Isi. He returns just in time to go on Ex Crocodile in September. The middle of the year saw a few discharges, some planned, some not, some fast and some not. CPL Wayne (Gillo) Gifford was offered job in civvy street that he could not refuse, so he took it and was discharged from the Army on the 10 Jun 99. We wish Giffo and his family well in his new career and for the future. CPL Bob Palmer was thrown a curve ball, which he would not recover from and was medically downgraded. There was nothing that could be done for him and he took discharge 20 Jul 99. We say farewell to a very experienced and knowledgeable soldier/tradesman and wish Bob and his family all the best in the future and his endeavours.

July saw the Bn back at SWBTA, this time for Ex Perfect Shot. The exercise started with live fire Sect attacks and worked its way up to a Bn defensive live fire activity. The Combat Engineers constructed a river crossing using the Air Portable Bridging, Assault boats and Zodiacs. The Mack Wrecker was deployed in support of the flying fox constructed over the river, (it was the flying fox). The 4m tides did not assist the CQMS trying to get the hot boxes over the river, this proved to be only a small problem provided you wanted to lose weight. Anyway it was only the fighting elements on the other side of the river. As always, SGT Corrigan, CFN Wilkinson and Blue Dog, (the EMI element in Fire Support Coy), displayed their sense of loyalty and dedication on Ex Perfect Shot. This professional group of people and canine were on hand to lend assistance to a LHMV 6x6 which was bogged down to the axles whilst conducting a reconnaissance for the next gun position. So dedicated were they, that they remained with the disabled vehicle until the Wrecker came dragged both vehicles out. Once we were back in barracks, two members of the workshop were detached to 25/19 RQR in July to be part of the Rifle Company Butterworth (they just can't get enough field time). We won't see our intrepid young warriors until the end of the year, a hard task to take on but someone has to do it. I'm sure that CFN's Dave McKay and Matt Heinrich will enjoy themselves.

August came and it was time for LCPL Rob Sarn to deploy on Op Bel Isi and he will return back to us early December. CPL (Dog) Browne marched in from 7 CSS Bn to take CPL Bob Palmer's position. The work was coming in an orderly fashion and D Coy deployed to Quilpie with CPL Matt Sashce in tow to ensure that the cars were kept running. The end of August saw what was believed to be the final preparations for Ex Cmc in September, this turned out to be fibs as we got closer to the deployment date. Coupled with this, HQ 7 TF who receive regular backlog reports from each of the units, decreed that the

GE blokes weren't busy enough and said there was to be no Unimogs with raised canopy bows and that they had to be reconfigured prior to Ex Cmc. A minor set back with a small increase in the backlog.

The Bn was to deploy on Ex Cmc, 28 Sep-18 Oct 99 (planning dates) and this would have been the last Bn deployment as the Embedded Infantry Bn. However Ex Cmc has been scaled down and only elements of the Bn will be in SWBTA. At the time of writing this article, ESP took delivery of the Field Lubricating and Servicing Pallet (FLSP) to conduct a user trial on it.

At the end of the year Fire Support Coy will disband and B Coy will be raised. So stayed tuned for the final episode of the Embedded Infantry Bn. From all the Spanners here at 6 RAR,

*Arte et Marte*

## 11TH OPERATIONAL SUPPORT SQUADRON - 2ND COMBAT ENGINEER REGIMENT

### The Year to Date at Technical Support Troop

by CPL G. Weston

For those of you out there who are unaware of where we fit into the big picture, I will attempt to explain in the simplest terms possible. 11th Operational Support Squadron (11 OSS) is one of the three squadrons, along with a HQ element, that form the basis for the 2nd Combat Engineer Regiment, which in turn forms one of the units of the 7th Task Force based at Gallipoli Barracks, Enoggera, BRISBANE. We are made up of our own HQ element, the 2 CER Q Store, a transport section, Medics and, most importantly, (the author is somewhat biased) the Workshop. It is in fact a lot more complex than this due to the raising of the Joint Incident Response Unit (JIRU) in June of this year and the subsequent down grading of 2 CER to 2 CER (-). The forming of two units from one has had its moments, with most confusion being generated by the blurred line between who is in JIRU and who is not. This is being exacerbated by the fact that some people, by default, have their feet firmly planted in both camps. However, I did promise to keep this simple and so I will leave the dissection of 11 OSS, 2 CER and JIRU there. Needless to say the JIRU issue will be revisited at a later date in this article.

Now that you are all just as confused as us, with respect to our current position and where we fit into the big picture, I will now attempt to fill you in on the internal turmoil that has become the norm of life within 11 OSS and 2 CER. As with most other things to do with this unit, the happenings of 11 OSS are also a confusing collage of trips, training and exercises. In an attempt to bring some sanity and order, to an otherwise orderless world, I have decided that the best way to document the events of the past year is chronologically. I also beg your forgiveness for my use of literary licence in a number of the following recollections. Unfortunately, I was not present at all of the following unit happenings and am, therefore, relying heavily on the anecdotal recollections of people who were in fact there. My use of literary licence in the interpretation of these anecdotal recollections is to ensure that the truth, in no way, has an opportunity to stand in the way of a good story. (All names and places have been changed to protect the innocent - not!)

The Workshop supported Plant Troop in resurfacing a fire point road at Canungra in Feb/Mar of this year. Despite Plant Troop wanting a full time FRI we explained that even though we are great plant operators and road construction engineers, they should leave us to be tradesmen and be on call. So we did several trips down, and one overnighter to keep Plant Troop moving, rising at 9am and knocking off at midnight meant Plant Troop really kept us busy. The highlight of the trip was



undoubtedly the high-pressure line CPL (index the spool) Weston released whilst standing over it. Twenty litres left the hose, ten litres got him on the way up and the other ten litres got him on the way down. Despite this small hiccup though once again the outstanding workshop support given to Plant Troop helped them complete their task.

The Workshop also supported Plant Troop in the resurfacing of the road to the RAAF base at Evans Head, NSW in April/May. Evans Head, for those who don't know, is a coastal location in the north of N.S.W. What the greasers expected to be a busy time turned into a hectic one with the veggies breaking machinery willy-nilly. Whilst the veggies surfed and fished the greasers burnt the candle at both ends working through the night. We participated in ANZAC Day and had a very enjoyable time even though Workshop's are non-drinkers, the orange juice was delightful. Seriously though the time spent with the veggies was very educational and we were looked after very well, although Shippa would like his *Woman's Day* back please guys.

Then in July the Workshop deployed to Wallangarra Training Area for four days with 2 CER's medics and Q store personnel. The ACE thought he would brighten up the trip south by breaking down. His smoking Unimog was observed shunting to a halt on the side of the road. Everyone that passed the ACE expressed their condolences with cheesy grins, tooting of their horns, and waves. We later learnt that the Ace's moment of misfortune, that had giggles from all, was further exacerbated by the fact that the RACQ GMV, piloted by Cpl 'the storyteller' Cedarblad, was without tools.

After getting to Wallangarra the ACE decided that since this deployment was a training exercise he would show everyone how to get bogged. He later explained the rationale behind his actions was to demonstrate to everyone why a Tow Rag, 'AKA Howie', was posted to 2 CER. The social event of the exercise was going to the local pub, the Wallangarra Hotel, where the locals were taught some new dance moves by Jim, Pops, and K-man. Unfortunately, their impromptu lessons in the finer points of movin' and groovin' were cut short by the tolling of the midnight bells which called all the workshop cinderellas home to bed so they could be all bright-eyed and bushy tailed for the road trip back to Brisbane the following day.

We also had CPL Graham Jones, and CFN Jim Farlow head off over to Bougainville to do some time with Operation *Bel Isi*. They both came back with tans that any North Queenslander would be jealous of. 2 CER will also be heading off to attend *Croc 99* in late September, but with all the Townsville units going overseas *Croc 99* has been scaled down to a Task Force exercise and is beginning to look more like *Gecko 99*.

With the year 2000 quickly approaching, the members of the JIRU, whoever they finally turn out to be, will be getting all their gear ready to travel south to Sydney in order to assist with the Olympic Games. Everyone involved is looking forward to this once-in-a-life-time opportunity to play their part in this world class event. Before this can eventuate though there is quite a lot of work left to do, and this can best be illustrated by the fact that the Ace appears to have sprouted more hats than he has heads to put them on. This of course is causing him considerable stress and there now appears to be definite correlation between this and his apparent accelerated hair loss. Our condolences once again go out to him in this difficult time, but quietly the majority of us are glad that it's him and not us in his predicament. Best of luck Sir and that just about wraps this year to date up.

Finally we would all like to wish everyone a happy Christmas and a prosperous new millennium.

## 'THE SHORTEST RUN RAEME ELEMENT' – THE SCHOOL OF ARMOUR A1 TECHNICAL SECTION

by CPL Dave Williams

A lot of people would know of or have served with the School of Armour Technical Support Troop, but not many would have heard of the School of Armour A1 Technical Section. It is here that I will start the story of how it was started and in its brief history how it all ended.

About mid 1998 a rumor was spreading around the floor at the School of Armour. There was going to be some changes, and as rumors are usually right, there were some changes that took effect in November 1998. These changes came about because the Southern Logistics Group were to take over all the RAEME Workshops in the Puckapunyal Military Area. This was so that at a later date the Workshops could be civilianised.

The CO at the School of Armour wasn't happy about losing his forty-five odd strong RAEME element, and put up a fight to retain the Workshop, but a compromise was made and the School of Armour was granted a grand total of thirteen tradesmen to keep the Workshop running smoothly. These thirteen tradesmen were to become the School of Armour A1 Technical Section and carried out all work up to a two hour limit unless we were in the field. The remaining members of School of Armour Technical Support Troop were to remain in the original Workshop as the Southern Logistic Group Armoured Workshop and carried out all work over a two hour limit.

The School of Armour A1 Technical Section were given two working bays of the original workshop which as you could imagine was a little cramped at times with all the tools and equipment as well as two computers to put in our floor/office space. A part of the master plan was to build a wire mesh fence between us and them (all though we were told there was no us and them) to separate the two Workshop identities. This was so that when the civies took over they couldn't see what we were doing, or something like that. The fence was never built due to lack of funds, sound familiar. We all settled into our somewhat small New World and got on with the job at hand.

I've got to say it was a pretty hectic time, with all the stand-by and after hours work we didn't get much time to scratch ourselves. Whilst in the School of Armour A1 Technical Section we tagged along with all the Support Squadron activities. These included the usual swimming competition and range shoot where the Fitters, ARVM and Tilly got to strut their stuff on the firing point. Exercise Flat Strap was another activity we were involved in, spending a few days on the Pucka Range.

As I mentioned before, there were thirteen positions allocated to the School of Armour A1 Technical Section, but like everywhere else these days we were never given the full entitlement. Our illustrious leader was SGT Tony Danger; his office buddy in the VM Phantom SGT Position was SGT Snow Ryan. Leading the Vehicle Mechanics off were CPL Coogs McCann, myself CPL Dave Williams, CFN Bob Hooper, CFN Macca McNabb (who has since been promoted to LCPL), and of course we couldn't leave out CFN Barry Scott (who has since taken discharge). The Fitter/Armourer side of the house was lead by CPL Ed Stanbury and CFN Tommy Tucker was his off sider. We all so had a couple of Instrument Fitters being CFN Danny Hicks (nice hair) and CFN Steve Salmon. Where would a Workshop be without their Reccy Mechs, CPL Bart Chantloup and for a very brief time CFN Maslin (since posted up north) fitted the description down to a tea.

Well as the heading dictates 'The Shortest Run RAEME Element', it all came to an end when some one up above decided to cut positions in Training Command, we of the School of Armour A1 Technical Section were the first to go.

So after seven months, from the 1st July 1999 the remaining members of the School of Armour A1 Technical Section joined up with the Workshop next door. It's really quite a vicious circle when you think about it, because now we're all back where we started seven months ago, doing the same job, in the same place, but we're called Southern Logistics Group Armoured Workshop instead.

### TECH SQN, 1ST JOINT SUPPORT UNIT – IN SPT OF HQ INTERFET AND 1 JSU PLUS MANY MORE IN EAST TIMOR

'Bond-ia', from Dili, the capital of East Timor. We are currently sweating away in downtown Dili supporting HQ INTERFET, 1 JSU and a large number of hanger-ons who have turned up requiring RAEME assistance.



### 1999 in Review

1999 started off with the arrival of the new workshop personnel together with all of the march in admin that goes hand in hand. New arrivals were: LT Tim Cadman, WO2 Mick Riley, SGT Dan McCoy, SGT Daryl Morgan, SGT Michelle Watkinson, CPL Mick Armstrong, CPL Peter Dakin, CPL Jim Grindrod, CPL Tony Hancock, CPL Julian Kessner, CPL Ian Taylor, CPL Mick Patman, CFN Bianca Van De Weg, CFN Shane Bland, CFN Ross Barnes, CFN Andrew Roche, and CFN Kevin Chambers.

In Feb we kicked off with Ex *Apollo Artisan*, a wksp field deployment practice at Wide Bay, which was turned off when the flooding at Gympie stopped us from entering the training area.

In Mar, the Unit's annual IMT exercise, Ex *Basic Instinct* began. The exercise was to be held in three locations: Enoggera, WBTA and Meeandah (SQLG). This time we did make it to Wide Bay, however, a field deployment within the WBTA was impossible thanks to the buckets of rain the area received (did I say unfortunately?) So it was out bush for just one night then back into Camp Kerr. The hot showers, ceiling fans and fresh meals prepared by the unit's cooks with the assistance of the SNCOs of the unit (much to the enjoyment of the OR's) were appreciated.

A week later and the Unit deployed to Meeandah to carry out the Urban Warfare phase of the exercise. This was something different for all the diggers as the Ex contained such activities as crowd control, vehicle check points and vehicle mounted patrols. The OC along with the WO's and SNCO's played the role of enemy/protestors who gave the crafties a good run for their money. Although the crafties tried very hard, we could never catch that annoying little fellow with a big nose and loud-speaker (aka ... ASM) who just wouldn't shut up on the last night of the exercise.

In Apr, on return from the Easter break, we ventured off on our annual FRT training, Ex *Apollo Bluebell*. We deployed into a State Forest near Gympie to discover what orders and navigation skills we retained. The tracks themselves made for some pretty good four wheel driving/recovery, especially CPL Paul Thompson winching his GMV out of a hole with the hand brake left on. Of interest was a close encounter with a choofer that saw CFN Kerrison advertising a new hairstyle and eyebrow treatment plan.

The activities settled down from May to Aug, and back in barracks we settled into the normal routine of supporting our usual dependencies. For the OPS WO/SSM, WO2 Mick Riley, it was dodging the conferences and trying not to be dragged up to the Unit HQ as the EME representative at CSS Ops. For the OC, heading off an amalgamation of Squadrons was a priority task that ended successfully. A plethora of activities were attended with great enthusiasm, including the usual driver/trade/promotion courses and Unit activities such as the cross country. We finally made it to Sept, when the planning and preparation for Ex *Croc 99* was in full swing. We expected to head off to sunny Rocky for six weeks sometime in Sept and then hit the adventure training activities in Nov.

### Del: Ex *Croc 99*, Ins: Op Warden

Little did we expect Ex *Croc* to turn into a gecko, but it did and we suddenly hit the straps preparing to see some real geckos in East Timor. On advice that the Unit would be deploying, we went into a minor spin that saw us churning out all kinds of pre-deployment checks. We managed to achieve the swag of requirements, DP1 checks, med/dent checks, TOET training, zeroing personal weapons, emergency repairs to unit equipment and others, before successfully achieving the normal army posture of 'hurry up and wait'.

Interestingly enough, a few members contemplating other career paths outside of the army did some impromptu soul searching and decided to stick around for a while, worth a mention, CPL Dakin who ended up deploying on D-day.

A staggered deployment for Interfet forces on Op Warden, saw an advance party, predominantly Elec's, a GMV and attachments fly in a few days later. Last minute lectures on ROE, briefs on conditions of service and then a bit of time off with families saw us well and truly prepped for the unknown (oh yeah).

Numerous changes to the wksp deployment plans certainly tested out the patience of everyone, including the families who continued to sit around and wait. Prepping vehs for air, sea and then finally road move, was an interesting exercise but at the end of the day we made it into Dili. The end result was personnel were flown courtesy of QANTAS to Darwin and then given an overnight joy ride on the *HMAS Jervis Bay* into Dili. The night travelling would set the scene for sleep levels on arrival. Our vehs were roadtrained to Darwin and then shipped into Dili about a week after we arrived.

We must note that monitoring the NRL Grand Final still occurred in transit to Dili, as we found ourselves padded down in a gym at Robertson Barracks in Darwin, most of us crammed around a small crackly radio listening to the game in which Melbourne took honours.

I think the reality of what we were setting out on started to hit home, when, in Darwin we visited the RAAF base to be issued front line ammunition. Everyone began to ponder what might be in store for us.

On arrival into Dili, at 0800 hrs on 28 Sep, D+7, we found ourselves unloading the J.B. of water and stores for a couple of hours, a quick climatization experience, before trucking it into our new home, a trashed medical centre and hastily vacated TNI barracks. The first impressions of Dili will remain with all





of us, as we experienced first hand the absolute devastation of a city. Hardly a standing structure remained untouched by fire while gutted vehs dotted the streets. Our new home was not much better. The medical facility was turned inside out, with some of the buildings burnt out. Furniture and medical supplies in different states of repair littered the area. The old army barracks were not much better, the walls of some of the huts had human waste thrown on the walls and rotting rubbish laying everywhere. Our first few days were spent repairing and cleaning out our new homes and workspace and our impressions of the Indonesians were established. Our new accommodation consists of the former TNI married quarters of which many a spouse would gladly accept on the next posting, not. Of course RAEME initiative and creativity quickly set the standards of a 'home away from home', with many including the Commander, enviously eyeing off the 'old persons home' that SGT Angus built.

It must be noted that without the wrecker, the wrecked mechs proved to be salvaging experts and CV's have since been sent to the Brisbane tip and numerous Op shops for employment on return into country.

As per usual, real estate was allocated and we thought we were on a winner, especially with an expanding garbage dump on our doorstep. Strangely enough, this site would become the most sought after piece of turf and was sold four times over, after the garbage was moved of course. So yes, we had to move and were allocated a burnt out compound with no existing infrastructure. It was the best of the worst available but you come to expect it and fortunately it has a fairly large hard area for us to set up in.

With all of the abandoned vehicles left lying around, it was only a matter of time before the greasers got in and earned their pay. The first project was an abandoned van that desperately needed repair to get it up and running. Courtesy of Sean Harman and Zac McDonald, the van was up and running with the use of some interesting parts and initiative. The army tag photographer even turned up for the handover to the locals and we must say smiles don't come much bigger than the recipient of the said veh. Of course the Corps badge was spray painted on the bonnet and somehow a Triple M logo was stuck to the side.

The next project truly does the Corps proud. Abandoned at the docks lay two bits of local plant equipment, a Hitachi excavator and a Caterpillar bulldozer. Once again the greasers headed down to the docks to reclaim these two pieces of kit. After a long hot day in the sun and numerous hours of work, (for some), the excavator was 'walked' back to the workshop

location courtesy of Sean Harman. Unfortunately the bulldozer had the starter removed and had to remain at the dock.

Once the excavator was in the workshop location, she was christened 'Craftsman Lovelace' and as with all repaired equipment, she was blessed with the Corps colours as well having the Corps motif proudly painted on. We were able to employ her in the removal of said garbage dump, happily operated by Sean Harman. Unfortunately for us, an ownership dispute saw Cfn Lovelace disappear for a few days, until, by an act of God she would reappear, with our assistance back in the workshop site. The endstate being the engineers at 19 CE Wks taking control of the asset and graciously providing the wksp with first dibs on tasking. Cheers to the ginger beers on this occasion.

The usual problem of 'awaiting parts' will always impede our environment. The power requirements for everyone to plug in fridges, fans, breadmakers and all other appliances seen in Harvey Norman, has dictated that we continually source more equipment from Australia to support ourselves.

Further prospects of providing assistance to the locals are already well in hand, as we gear up a recon party to provide RAEME assistance to one of the catholic establishments. This involves repair to farming equipments as well as educating the locals in how to use and maintain the equipment. This task is extremely urgent with the locals needing to harvest crops before the expected wet season. No doubt we will sort it out and you will hear about it and many more good reports of the RAEME name.

Well, that just about wraps it up from the workshop at 1 JSU in downtown Dili. Next time you're enjoying a beer at the next happy hour or Spanner Club, think of the members of the brethren who are deployed over here and enjoy a beer for us (actually have more than one).

If we don't make it home for Christmas, to all of the members of the Corps, have a Merry Christmas and a safe and happy New Year and remember, *Arte et Marte*. Cheers.

### Members Deployed On Op Warden

**HQ:** CAPT Tim Cadman OC; WO1 Alex Birrell ASM; WO2 Mick Riley OPSWO/SSM; CPL Julian Kessner R&I; CPL Tony Hancock ORD RM VEH; SGT 'Gus' Angus; CPL Peter Dakin; CPL Jim Grindrod; CPL Paul Thompson; CFN Zac McDonald; CFN Sean Harman; CFN Karen Hansen; CFN 'Scooter' Porter; CFN Bianca Van De Weg; CFN Steve Bland.

**RECOVERY:** CPL Terry Jones; CFN Mick Wynd; GE/ELEC; SGT Daryl Morgan; CPL Paul Gibbs; CPL Mick Patman; CFN Warren Melling; CFN Andy Skinner; CFN Paul Thompson; CFN Shane Barnes; CFN Dan Grant.

**EIR:** CPL Ian Taylor; L/CPL Butcher; CFN Andrew Roche; CFN Greig Hutton; CFN Rob Jordan; CFN Dave Cuthbert; RPS; CPL Troy Garland; CFN Daryl Leeson; Members Left Out Of Battle; CPL Peter Higgs (OP Bel Isi); CFN Lee Kerrison (discharge); CFN Kev Chambers (long term schooling); CFN Dan Flemming (medical); Mr Geoff Hurst; Mr Kev Sutherland; Mr 'Lucky' Vithana; Mr Allan Lech; Mr Gadev Singh; Mr Rence Labiche; Mr Ken Fitzgerald; Mr Neil Moulds.

**Farewells:** WO2 Ken Brown (discharged after twenty years service); SGT Dan McCoy (Spt Sqn); SGT Carl Anderson (posted); CPL Peter Higgs (posted); CPL Brent Lupton (discharge).

**Congratulations to:** CPL Paul Thompson and wife Pennie for the birth of daughter; CFN Rob Jordan and wife Kellie for the birth of son; CFN Phil Thompson and wife Sonya for the birth of daughter; LT Tim Cadman on promotion to CAPT (on Op Warden); CFN Brendon Butcher on promotion to L/CPL.

**Atts to Tech Sqn on Op Warden:** (Proj Bushranger pers); WO2 Moe Whybrow; CPL Frank Kenny; L/CPL Mick

Hagenbach; CFN Chris Green; PTE Kevin Frost; PTE Luke Smith; PTE Stuart Cook.

# 5TH AVIATION REGIMENT – TECHNICAL SUPPORT SQUADRON ANCILLARY EQUIPMENT REPAIR TROOP

by PTE Craggs and PTE Barnes



It all started on a freezing cold Monday in June 1999. The Tp met at the compound at zero dark hundred hours, to get ready for the troop deployment of the year. Trucks were loaded, orders given and we were on our way, under the command of CFN Matt (I'll get them there) Harrington. One and a half hours later, we finally got to our destination in the middle of nowhere. After clearing the area of Kamarian Brumbies and declaring the area safe, we circled the wagons (harboured up). We then prepared ourselves for the next gruelling day of being fearless FRT Commanders.

Tuesday (2nd day), straight into FRT orders and off to fix the specialist equipment. The FRT Commanders encountered many enemy contacts but the bravery and skill of AE Rep Tp sent the Barbarian Kamarians to their death, or scuttling away with their tails between their legs. It was a very productive day for all. Once again we all headed home to have something different (not), another B-B-Q tea. The Tp then received more orders, this time from CPL Ian (I always know what I'm doing, maybe) Lukowiak, for the night drive and prepare for the vehicle flotation the next morning. After one and half-hours of 4WD driving, dodging cows and raging bushfires we arrived at our night location, draped cams and hit the sack.

Wednesday, bright eyed and bushy tailed, everyone was in good spirits except for a nervous SQN OC, SSM, ASM and Tp Comd. The two Recovery Mechs (CPL Neimen and LCPL Marron) were asking who brought the floaties and the scuba gear. All started well with the launching ramp (boat ramp) being constructed by the diggers. After instructions, the tarp was laid out on the water of the dam, held by some very told sceptics. After the first scary aborted attempt, another tarp was found, this time watertight (maybe). The vehicle's offending split pin was removed and we nervously tried again. By this stage the men sounded like women and were a funny blue colour. Proceeding more cautiously and learning by our mistakes, the second attempt was a resounding success to everybody's surprise and the ASM's (WO2 Bretherton) relief. Of course, the celebration needed a troop photo and on serious urging, the Tp HQs element all raced in to be with the diggers. After a couple of really quick photos, everybody pitched in to remove the vehicle from the dam and ran towards the dry clothes and a hot brow, morale at an all time high.

The trip back to Townsville was under the command of PTE

Daniel (wow my very first convoy) Craggs. Once home we cleaned weapons and handed in stores. The experience that we endured and survived, has given everybody valuable experience and a rehash in commanding an FRT and some old forgotten bush skills. After the exercise, how is any one from the troop going to forget their very first successful vehicle flotation using a tarp.

## ARMY LM SQN – GREETINGS FROM OAKEY

Army Aircraft Logistics Management Squadron (Army LM Sqn) is alive and well, and RAEME-ation is flourishing in Queensland.

For those of you who are unsure as to what or where Army LM Sqn is, a brief history lesson:

Army LM Sqn is a Tri-Service unit under the command of Support Command Australia (AF). The Squadron was initially formed in Melbourne in August 1992 from elements of RAAF Logistics Command. Army LM Sqn relocated to the Army Aviation Centre, Oakey, QLD, over the December 1993/January 1994 period, becoming fully operational in February 1994. The formation of the unit was a direct result of RAAF 2000 and the RAAF Logistics Command adaptation of the Weapon System Logistic Management (WSLM) concept. The concept involved the grouping of engineering and supply functions, and co-locating with the customer units.

Army LM Sqn is primarily responsible for the provision of logistics support to Army aircraft. The squadron supports five weapon systems – Black Hawk, Kiowa, Iroquois, Squirrel and Chinook. This represents about 150 airframes, which is approximately one third of all aircraft in the ADF fleet.

The role of the Squadron is to provide integrated logistics support, design control, configuration management, engineering support, fleet management, technical data management, supply support and purchasing support in support of Black Hawk, Squirrel, Iroquois, Chinook and Kiowa aircraft types.

The Squadron is commanded by an Air Force Wing Commander and comprises four flights – Black Hawk Flight (BH FLT), Support Aircraft Flight (SA FLT), Technical Support Flight (TS FLT) and Management Services Flight (MS FLT). The Squadron also has a Chief Engineer, who as the Director General of Technical Airworthiness (DGTA) representative, is responsible for ensuring airworthiness standards within the Squadron.

The Support Aircraft and Blackhawk Flights manage the logistics requirements of the Weapon Systems within the Flight. The Technical Support and Management Services Flights manage and coordinate those functions that are common to all Weapon Systems. Each Flight is further broken down into Sections that manage the more discrete components of the Flight. Flights are managed by a Flight Commander (FLTCDR) and Sections are managed by a Section Commander. Sections that are responsible for Weapons Systems are also termed Logistics Sections and their Section Commanders are also called Logistics Managers (LOGMNGR).

The BH FLT is headed by an Army Major and consists of the Black Hawk (A25) Aeromech, Avionics and Logistic Management Sections that are responsible for the Engines and Airframes of their weapon system, Avionics and the Fleet & Engine Management of their aircraft fleets. The Sections are headed by an Army Captain (Engineer), with the first two Sections consisting of Engineers and Engineering Support Staff, and the third Spares Inventory Managers, Repairable Item Managers, Technical Assessors and Publications staff.

The SA FLT is also headed by an Army Major and consists of the Kiowa (A17), Iroquois (A02), Squirrel (A22), Avionics (SAAV) and Armament/Life Support (A1S) Logistics Sections.



The composition of these Sections is similar to the BH FLT. The ALS Section is headed by a RAAF FLTLT and is responsible for the Armaments and Life Support equipment for all Army LM Sqn weapon systems.

TS FLT is headed by a RAAF Squadron Leader and is responsible for Maintenance Requirement Determination, Maintenance Engineering Analyses (MEA), Planned Servicing Schedule (PSS) & Technical Maintenance Plan (TMP) amendments, Configuration Management and Weight and Balance for all weapon systems. TS FLT also provides Project Management, Drawing and Technical Library Functions.

MS FLT is headed by an Army Major and consists of the Sqn Administration Co-ordinator,

Finance Coordination, Information Systems, Logistics Coordination, and Business.

Development. The MSFLTCR is also appointed as the Executive Officer (XO) 2IC of the Squadron.

Now to bring you up to date with the changes throughout '99.

### Postings First Half of '99

**In:** CAPT Green 5 Avn Regt; CAPT Prendergast 5 Avn Regt; CAPT Phillips 1 Avn Regt; CAPT McAloney APA Melbourne; WO2 van Peperstraten RAMS (now WO1); WO2 Sullivan 162 Recce Sqn; SGT Buenen LITS (now SSGT); SGT Spark 5 Avn Regt; CPL Campbell 5 Avn Regt.

**Out:** CAPT Collis (ex 30th) ADFHS; CAPT Borg (ex 31st) 5 Avn Regt; CAPT Camporeale Flt Eng Cse - UK; WO1 Baird 5 Avn Regt (ASM); WO1 Clarke RAMS then JSLS-S; SGT Fiegert ASGW.

### End of Year Postings (known at time of printing)

**In:** SGT M.G. Aleckson LITS (RAMS); SGT D.W. Taylor LITS (RAMS); WO1 D.M. Thomas RCLO TVL; CPL J.D. Peachey 1 AVN REGT; SGT J.M. McGrath ADFRU Brisbane; WO2 A.J. Panter 1 AVN REGT; CPL P.D. Scott ASGW; WO1 G. Watson 1 AVN REGT; LTCOL Barton Perth; SSGT G.A.X. Martin 5 AVN REGT.

**Out:** SGT A. Croft RAMS (LITS); CAPT P.J. Dare AAEA (on Prom); SGT S. Shorch ASGW; WO1 J.W. Sturgeon RCLO TVL; MAJ S. Brockhurst HQASG; WO1 C. Muirden 1 AVN REGT.

**Contractors in:** The Ex-RAEME population swelled recently with the arrival of the following contractors; Mr Peter Sherry (ex 30th intake), Mr Dale Blazely (ex 28th intake) both to MEA, Mr Ken Chambers (chimpanzee) to TS FLT, Mr John Haywood to SA FLT and Mr Charlie Croft to BH FLT.

**Promotions in '99 (in chronological order):** Tony Borg (ex 3) to MAJ (on posting to 5 Avn Regt); Nev Clarke (ex 30th) to CAPT (on posting to JSLS-South); Chris van Peperstraten to WO1; Luke Buenen to SSGT; Larrie Dean to WO1; Steve Eves to WO2; Paul Dare to MAJ (on posting).

**Discharges During '99:** WO1 Mick Loneragan (36 years) now working for Bristow Aviation Oakey; WO1 Rod Smith (29 years) now working for Bristow Aviation Oakey; WO1 Virgil Creati (25 years) now working for Bristow Aviation Oakey; WO1 Jon Garven (20 years) now working for Bristow Aviation Oakey; WO1 Roger Lee (20 years) now working as a contractor at NALMS Sydney; WO1 Ken Chambers (25 years) now a Public Servant at Army LM Sqn; WO1 Paul Lidster (34 years) CRA and squire of Oakey; SGT George Zyla (28 years) now a Public Servant Army LM Sqn; CPL Brett Rands (20 years) now working in Canberra; CAPT Peter Thornton (20 years) now working in Brisbane.

### The Year

As well as accomplishing the Units goals and Strategic Intent, the following activities were also carried out:

Trek to the Stinson wreck organised and led by SGT Dennis Lambert; Cultural Building Workshops (Middle and Junior Leaders); Introduction of the Integrated Data Management System; Ongoing Engineering and Administrative training (internal and external); Extensive Maintenance Engineering Analysis on the Black Hawk aircraft; COMSPT Commendation (Bronze) awarded to Mrs Wendy Chignell for implementing and maintaining Falcon (Finance database program); Focus groups with MAJGEN Muller; End of an era with the Retirement of WO1 Paul Lidster after 34 years (refer accompanying article).

### Conclusion

That's another year in the life of Army LM Sqn and with the closing of the 20th century the unit has processes and procedures in place to tackle the demands and the technology explosion expected in the 21st century.

Special note should be made of the RAAF postings in and out. In particular, the CO, WGCdr C. S. (Jock) Crocombe who has steered the ship through times of high change and he is being posted to Canberra. Last, but certainly not least, LTCOL Keith Jobson, the Chief Engineer, who has overseen the implementation of an Engineering management system which culminated in the granting of Authorised Engineering Organisation status to Army LM Sqn. The CENGR is off to the not so sunny South.

Until next century, *Arte et Marte*.

### WORKSHOP TROOP - 3RD COMBAT ENGINEER REGIMENT

by SGT Michael Maloney.

Approximately three weeks before the brigade stand-down period, the CO announced with words to the effect "We might be deploying to East Timor men. I don't know how and I don't know when. Get your gear ready."

Plans were formulated to move the Regiment to Darwin should the need to deploy occur. Whether we moved by air, land, sea, or a combination of all three was yet to be determined.

Wksp Tp, along with the other logistic elements of 3 CER, realised that this announcement meant an increased workload to ensure equipment and personnel were ready for deployment.

The Ace (Greg White) was running around and getting things organised for this possible deployment. EMEOPs/Recovery (SGT Michael Maloney, CPL Jamie Hughes, CPL Ken Roberts and CFN Darren O'Neill) never stopped. The Stores Cell (SGT 'Spike' Donohue, CPL Mark Fidgeon, CPL Corey Robertson, PTE Kent Mikelson and PTE Duncan Roberts) discovered what work meant when they had to restock their shelves and indent for all those stores and parts the 'tradies' requested. A civilian parts supplier who is worthy of a mention is Mr Alf Glaze from Independent Diesel Spares. Thanks Alf for the prompt supply and delivery of parts, we would have been lost without you. The workshop floor (SGT Warren McLeod, CPLs Ivan Cope, Richard Hayes, Norm Schonrock, Neal Stewart, LCPLs Peter Donnelly, Barry Williams, CFNs 'Brooksie' Brooks, John Frost, Shane Hunt, Ben Johns, 'KD' Ker-David, Paul Kneippe, Rodney Meade, Alf Putinja, Bevan Reeve, Paul Vandervlis, and Cameron Wilson) had their work



Our budding artist in residence, CFN Keith White, had The Corps Badge up on the wall of the Wksp within days of arriving

cut out for them, particularly when the Stores Cell received parts they had asked for. CFN Scott Lampe from ACI Wksp Pl and CFN Keith White from 10 FSB were welcomed into the unit just prior to the deployment.

At this stage, we were still going on Brigade Stand-down. Approximately one week before stand-down was cancelled, anticipated pre-embarkation leave didn't occur either. The absence of stand-down meant that a lot of the men had to cancel previously made arrangements, and not to travel far from Townsville on the weekend.

After a lot of false starts, the Regiment drove out of Lavarack Barracks for Darwin on 21 Sep 99. Everyone was happy, they were receiving \$283 for their meals. A win to the Regiment.

On the road move the workshop packet did what workshop packets Army wide do – last to leave, last to arrive in the night location, and last to finish work in an evening.

We arrived in Darwin Friday 24 Sep 99 and bunked down in the Transit Unit Vehicle Compound in Robertson Barracks. We managed to see the AFL Grand Final on Saturday. That evening the 'Head shed' announced that we could have a few beers during the AFL Grand Final. This announcement was well met at the time. However on Sunday morning we were told that it was to be a dry day as we were embarking on the HMAS Jervis Bay (JB) that afternoon. We were in for a dry spell, so much for a couple of 'coddies'.

Upon arrival at the embarkation point we trooped onto the JB and stowed our packs and webbing. We were then allocated seating and told to leave our weapons there. JB's Bosun announced the Regiment's assistance was required for a little job – loading water, another win to the Regiment. Sixteen pallets of bottled water and approximately 700 full water jerry cans were loaded from the docks by a daisy chain of press gauged men. This was conducted in good humour I might add. Guess who had the job of unloading all of this water?

Once the water was loaded, it was back to the lounge area to 'flex out' and enjoy the ferry ride. The first movie of the evening was *The Odd Angry Shot*. The passage was very uneventful.

We arrived at our compound in downtown Dilli after unloading water off of the JB. The men began work clearing rubble out of the building allocated to Wksp Tp to make it more useable and habitable. The building is a prime candidate for complete demolition. Production began approximately three days later. In the mean time the Regiment was already at work setting up water points, and conducting Field Engineering tasks.



What a difference a clean-up makes to the Wksp Bldg. Clockwise from the 11x11 tent in EMEOPs/Stores Cell, RPS stores, ASM's office/ accommodation, GE/ Weld, more RPS stores, and the GE GMV. Elec, Veh, S/ Stn, & Rec Sects located elsewhere in/near the bldg

There was a number of Wksp Tp personnel who didn't deploy with us. They are SGT Warren McLeod and CPL Mark Fidgeon – deployed on Op *Bel Isi*, CPL Corey Robertson – Recruit Instructor Development Course then a posting to Army Recruit Training Centre, CPL Matt Lovatt on Marine Equipment Techniques Course then a posting to Sandgroper Country, CPL Lawrie Wallace – Subj 4 SGT RAEME Csc awaiting a call forward to East Timor, and lastly CFN 'Rusty' Henderson took discharge from the Army in late August 1999.



G'Day from 'Downtime Dilli'. The men of 3 CER Wksp Tp (09 Oct 99)

In conclusion, this is the first time that the Regiment has deployed as a complete unit since its formation in 1992, and this involved all bar a few items on its equipment table.

*A win to the Regiment and more to follow!*

### P&EE Port Wakefield

Hi from the forgotten few. P&EE Port Wakefield is 70 years old this year in November and is currently the oldest Army Unit that has not had a name change, and when you look around this also stands true for the civilian staff employed here. P&EE Port



Wakefield employs, currently, 51 personnel, 16 Military of which four are RAEME, and 35 civilian of which 15 civilians work in the Environmental Test Facility (ETF) formally from Salisbury SA. In support we also have 11 Garrison Support personnel.

P&EE Port Wakefield conducts dynamic and static testing of munitions including other defence related equipments and components produced for the Australian and International Defence Forces. Port Wakefield comprises of a sea and land area encompassing 23,000 hectares and accommodates large calibre firings to ranges of 43 km. It offers a soft recovery technique known as Overwater Recovery as well as complementary environmental testing facilities.

The weapon systems employed within P&EE are generally peculiar to the establishment and may not be found elsewhere. The majority of weapon systems are fitted with specially designed mounts. The experimental and proof nature of weapon firing maintains a high risk factor to the deployed equipment and safety is to be the foremost in all situations during all phases of a task.

The workshop has seen a few changes in the past two and a half years starting with the retirement of Mr Selwyn Lucas





(Nutsy). Nutsy started as the Vehicle Mechanics assistant slowly migrating to the workshop cleaner at the GSO2 level. Nutsy had completed 36 years full time and recently became ill forcing him into early retirement, one year early. Mr Terry Nowland also left the workshop, someone had to get rid of him, two years ago after 27 years service leaving a vacancy in the TO2 (now GSO7) gun job. Terry was promoted twice in the last two years to TO3 and six months later to TO4 in Benalla.

We recently also ridded ourselves of the Plant Operators to Operations Group, which has reduced our workload at least by half. Other changes that have occurred are CAPT Ben Ryder leaving as the last TSO for RAEME, WO1 Steve Howells leaving as the last Instruments WO1 and CPL Malcom Bond leaving as the last CPL Radar Mech. CPL Jason (Moe) Williams, the last CPL Vehicle Mechanic, left us at the end of 1997 followed by our Electrical trades Able Seaman Scott Dowling. SGT Andy Vogler was posted at the end of 1998 to Brisbane. WO1 Al Cameron (Aviation) currently mans the old TSO position. Al was formally from RAEME after reaching WO2 as a CSM he Corp transferred to Aviation wishing now that he remained with RAEME.

Our current manning for 1999: WO1 ART GND – WO1 Steve Zink; SSGT Radar – SGT Tony Roynance; Electrician Navy – POMT Gary Dhu (vacant from Sep 99); SGT VM – SGT Shane Buckley; CFN TESSG – CFN Darren Hatty (always a new problem daily); GSO7 Electrician – vacant since May 97; GSO7 Gun Fitter – vacant since May 97; GSO6 Fitter & Turner – Mr Bob Johnston, 23 years; GSO5 Gun Fitter – Mr Frank Wilds, 21 years; GSO5 Carpenter – Mr Chris Allen, 20 years (the baby of the outfit).

More changes are currently being planned for this unit once we find out the definite outcomes, hopefully before the next RAEME *Craftsman* issue; this information will be made available after SCMA knows what they will be doing with the last four remaining RAEME personnel left holding the fort.

Arte et Marle

## TECHNICAL SUPPORT TROOP – 1 FIELD REGIMENT, RAA

by CFN H.S. Marks and LCPL M.L. Allanson

With great pleasure, it's General Engineering Section's turn to log the accounts of hearsay, rumour and truth (with a bit of friendly banter thrown in) into a brief life and times of 1 Fd Regt RAA Technical Support Troop for 1999.

At the helm, LT Kurylewski hit the ground running as OC TST then subsequently took off to complete his ROBC. The ASM, WO2 Leo Lorenzo, was in great need of support and guidance from his subordinates after realising he was the man to run the Adventure (IMT's) training for the start of the year. It was a great success due to his diligent planning and he was

then on a new mission, 'Get out of 1 Field'! Mission accomplished by late July (skived off to 2 Cav Regt) and it was time for a new ASM with WO2 Craig Charters, formerly SGT, filling the void. A promotion and a daughter (Emily) in a matter of weeks, now that's an achievement. The OC returned around May, ready and willing to exploit his new found knowledge. SGT Cashman is still swanning about, working day on, day off, but still a valuable asset to EMEMOPS (the EMEMIC laptop is finding it challenging to beat him in cards). Another RAEME warrio, CAPT Polich, was last seen as BK HQ Bty (what a legend).

Vehicle Section was glad to see CPL 'Alby' Anderson and SGT 'Wal' Wilson return from PNG only to lose Alby on a Subject 4 course for eight weeks within a fortnight of his return. The Drakey's Mark, Clive and Chocko are still keeping CPL Brett Williams on his toes and always try his patience (what is it now Brett, only an eighteen month sentence?). CFN Chris Witteveen (the old gunny) continues with his moped development project while CPL Groth is the most valuable member in Recovery Section (and he still keeps telling himself that).

EIR Section? We have bollins here? CPL Douglas is forever replenishing the golfers and gumpies in the brew fridge and CPL Rod Potter is never standing still long enough, what with his Combat Fitness Leaders Course and TAFE courses. Dougie lets us use his section PC for surf'n' the net, so he's a good bloke (just wait till TST gets online at [www.raeme-dudes.com.au](http://www.raeme-dudes.com.au)).

The RPS is PTE (Arty Sig) Taylor who has been trying to run the store for us all on his own. He had some help via a CPL from SQLG who thought he'd get an insight on how 1 Field's RPS ran before being posted here next year. Last word was that he was pushing for a posting to 2/14 instead.

GE Section is being kept busy and is in the capable hands of LCPL Mark Allanson and CFN Harlan Marks. Together, GE's backlog has been reduced to an all time low (the benefits of writing your own article, hey!). Mark's getting promoted on January 17 and Marksy's been nominated for the JIRU Y2K Olympics project with 2CER next year, so good luck for him. Marksy's new hub (Kiara) was also brought into the world and has just begun to crawl backwards. Now if we could only find a job for CPL Dave Chiverton ... oh well, he's getting promoted next year and will most likely end up at 21 Construction. Dave spent a bit of time tiffing with 13 Fd Bty earlier in the year and they were certainly the wiser for it. Speaking of gun plumbing, a bright new face (shame about the gob) SGT 'Rags' Peucker rocked in and has just finished his Hamel course, so he's now keeping Kenny Zache on his toes down in the gun bay.

The reservists have been fairly thin on the ground this year, but a big hello goes out to them all, WO2 Stevens, WO2 Bevan, SGT Buder, SGT Cowan, SGT Findlay, CPL (yep, Scoby's brother) Bannerman, CPL 'Smokey' Dawson (RAAOC), CPL Skipper, CPL Thompson, CPL Turner, CFN 'Lucky' Sarathchandra, and thanks for your support.

As for fairwelling personnel, we've lost a few more to that great vacuum up north (must be that Darwin weather). First to go was the legendary 'feral' ute-driving vehicle mechanic CFN Werner Smit. CPL Andy Warner, a try hard RAAOC ranger, was keen to go back up too (18 months in 1 Field was enough for him) and he has since flown the coop. Finally, we all knew the Ace left (stop cheering so loud Dave).

Now I think I've mentioned everyone, the vibe's been good all year at the workshop and we've only got a few months and 1250 hours backlog before Christmas. Stay tuned for further news as we shimmy on through the year 2000 and why not stomp on a few millennium bugs for me while you're on holiday. Cheers!

REGT NO.	RANK	INIT	SURNAME	ECN	UNIT	DATE	YRS SERVED
18810	WO1	M.J.	LONERAGAN	021	DARLING DOWNS LOG BN	3/1/99	36
239880	LCPL	D.A.	CALDWELL	229	2 CER	3/1/99	7
553115	WO2	J.E.	CLARKE	006	JLU-N	4/1/99	20
234736	CFN	S.D.	MacKENZIE	229	7 CSS BN	4/1/99	12
187518	CFN	P.C.	STUART	418	HQ 3 BDE	4/1/99	7
321613	CPL	J.R.	WARD	229	MELBOURNE LOG BN (DISBANDED)	10/1/99	20
65080	CFN	A.J.	REID	229	STH QLD LOG GP	10/1/99	9
1205559	WO1	D.S.	FRANKLIN	013	AMMA	11/1/99	24
232230	SGT	C.P.	HURTZ	229	BASC ROCKHAMPTON	11/1/99	15
326073	CPL	M.J.	McCONNELL	229	BANDIANA LOG GP	11/1/99	15
556360	CPL	A.R.	WINTER	420	JLU-W	13/1/99	11
454014	CPL	D.J.	GUERIN	229	16 AD REGT	14/1/99	14
4103588	CPL	P.J.	DAVENPORT	347	1 CSS BN	15/1/99	7
239886	CFN	K.H.	GIBBONS	420	MELBOURNE LOG BN (DISBANDED)	16/1/99	8
186658	CFN	B.R.	WATSON	146	NORFORCE	16/1/99	9
318563	WO2	R.J.	BLACK	007	DCSC-SVIC	17/1/99	23
554554	WO2	A.L.	HARROD	190	ALTC	17/1/99	15
1205558	WO1	N.J.	CLARKE	021	SCHOOL OF ARMY AVN	17/1/99	24
232785	WO1	K.J.	HEYNE	021	5 AVN REGT	17/1/99	14
553931	SGT	G.W.	COUCH	229	131 LOC BTY	17/1/99	18
49946	CPL	D.J.	TILLEY	229	BANDIANA LOG GP	17/1/99	20
6102318	CFN	L.J.	ROSENBERG	420	DCSC-SVIC	17/1/99	8
2278203	CFN	T.R.	BAKER	411	DCSC-SVIC	17/1/99	7
185074	CFN	P.J.	BAXTER	229	LTS	17/1/99	11
186577	CFN	K.	ISON	229	STH QLD LOG GP	17/1/99	9
179987	SGT	J.H.	TICHBORNE	412	5 AVN REGT	18/1/99	20
231492	CPL	D.	ASKEW	422	1 JSU	18/1/99	25
179499	WO2	G.W.	LANGFORD	006	AAEA	19/1/99	21
185602	CFN	B.	DONALDSON	229	HQ 3 BDE	19/1/99	10
F4800488	CFN	P.R.	SWEETMAN	420	1 JSU	19/1/99	5
455361	CPL	A.J.	DAHL	418	25/49 RQR	20/1/99	10
2802955	CFN	C.	BURKE	422	SCHOOL OF ARMOUR	21/1/99	6
6801861	CFN	F.A.	DEMARTE	502	ARTC	21/1/99	0
4102700	CFN	D.J.	HOUSTON	229	8/12 MDM REGT	21/1/99	6
1811228	CFN	P.J.	THOMAS	420	ALTC	21/1/99	1
2802894	CFN	S.R.	SANDERS	229	4 RAR (CDO)	22/1/99	7
49989	CPL	M.R.	ELING	229	DCSC-SA	24/1/99	20
4800120	CFN	V.M.	LEONARD	229	16 AD REGT	24/1/99	7
185704	CFN	R.W.	WEEDING	229	STH QLD LOG GP	24/1/99	10
321145	WO2	B.F.	DOWNS	007	DCSC-SVIC	25/1/99	20
3805002	CPL	S.W.	FOSTER	229	4 RAR (CDO)	25/1/99	7
1204051	CPL	D.J.	PARFITT	229	STH QLD LOG GP	25/1/99	27
5800089	CFN	J.G.	BRIGGS	418	1 CSU	25/1/99	7
5800098	CFN	B.P.	LAWLER	146	1 CSS BN	25/1/99	7
238303	CFN	R.D.	RUTTER	229	1 JSU	25/1/99	10
2802916	CFN	T.C.	WILLIAMS	229	3 BASB	25/1/99	7
226548	WO2	P.J.	HOCKING	007	MAT DIV, AHQ	26/1/99	21
F5800155	CFN	N.G.	CRAWFORD	412	1 AVN REGT	28/1/99	6
4800124	CFN	T.R.	PEARCE	422	SAE	28/1/99	7
3811947	CFN	J.A.	FEATHER	502	ARTC	30/1/99	0
49984	SGT	R.C.	BROWN	146	DCSC-SA	31/1/99	20
239372	CPL	B.M.	RANDS	411	ARMYLM SQN	31/1/99	8
316112	WO1	D.G.	MARTIN	013	DCSC-SVIC	1/2/99	26
120330	CPL	A.N.	DRAKE	226	STH QLD LOG GP	1/2/99	20
238282	CPL	S.B.	WATTERS	229	5 BASB	1/2/99	10
184512	CFN	J.G.	EDWARDS	420	STH QLD LOG GP	1/2/99	11
557363	CFN	J.R.L.	MURLEY	422	P&EE GRAYTOWN	1/2/99	8
322404	WO2	N.C.W.	DODGSON	006	AAEA	5/2/99	19
183067	SGT	S.J.	MULLER	146	3 BASB	6/2/99	14
328003	CPL	G.A.	MOORE	422	STH QLD LOG GP	7/2/99	12



REGT NO.	RANK	INIT	SURNAME	ECN	UNIT	DATE	YRS SERVED
321725	CPL	W.L.	NOLAN	146	STH QLD LOG GP	7/2/99	20
239375	CPL	P.C.	STUART	411	1 AVN REGT	7/2/99	8
227525	CPL	K.N.	BURTON	229	DNSDC	8/2/99	20
184397	CPL	L.J.	CLARK	226	B SQN 3/4/ CAV REGT (APC)	8/2/99	12
239911	CPL	M.C.	WILLIAMS	420	1 CSU	8/2/99	8
240316	LCPL	D.N.	KEARNS	229	85 TPT TP	14/2/99	8
557364	CFN	R.C.	CARROLL	420	MNRE	14/2/99	8
239109	CFN	S.R.	HARRISON	146	4 RAR (CDO)	14/2/99	9
318539	WO2	R.B.	MINATO	007	ALTC	16/2/99	23
187699	LCPL	S.W.	HOSFORD	411	5 AVN REGT	16/2/99	7
323624	SGT	P.G.	HODGES	146	STH QLD LOG GP	19/2/99	18
2191185	SGT	K.R.	LUKE	146	JLU-N	20/2/99	21
185756	CPL	S.L.	SIMCOE	229	176 AD SQN	22/2/99	10
329170	CPL	W.A.	THOMSON	235	10 FSB	24/2/99	10
6800030	LCPL	D.W.	GLISSON	412	5 AVN REGT	28/2/99	7
2802912	CFN	G.	MADDISON	420	5/7 RAR	28/2/99	7
318522	WO1	P.A.	THOMPSON	013	AAEA	1/3/99	23
2263661	SGT	J.A.	DODD	420	7 CSS BN	1/3/99	21
F6800127	CFN	N.L.	JELLIS	229	1 CSS BN	1/3/99	6
328792	CFN	D.M.	JOHNSON	146	SCHOOL OF ARMOUR	1/3/99	11
256465	SGT	D.C.	GAVAN	420	IARER	8/3/99	20
555885	CPL	D.M.	HALL	229	THE PILBARA REGT	8/3/99	12
6800125	CFN	A.M.	KELLY	422	1 JSU	8/3/99	6
3804999	CFN	D.J.	PENNY	229	17 CONST SQN	9/3/99	7
4401422	WO2	B.J.	BURCHELL	007	IARCR	10/3/99	18
182357	SGT	P.B.	LUCK	226	2 CAV REGT (RECON)	11/3/99	16
1800243	CFN	H.	TAYLOR	422	STH QLD LOG GP	11/3/99	7
556705	CPL	A.W.A.	PEET	418	7 CSS BN	14/3/99	10
185675	CFN	P.W.	DOIG	146	MELBOURNE LOG BN (DISBANDED)	14/3/99	10
184973	CPL	C.A.	DONOGHUE	146	7 CSS BN	15/3/99	11
184020	CPL	S.A.	RAE	229	1 FD REGT	16/3/99	12
232794	WO2	D.P.	JONES	009	RAEME ACFT MAINT SCHOOL	21/3/99	14
556712	CFN	J.R.	LEGG	418	MNRE	4/4/99	10
418912	SGT	I.N.	GRIFFITHS	412	AVN SPT GP WKSP	5/4/99	10
185691	CFN	I.B.	BRYANT	420	1 ARMD REGT (TANK)	5/4/99	10
226759	SGT	K.C.	McATEER	146	7 CSS BN	6/4/99	21
2813780	CFN	L.J.	STYLES	510	TRG FORCE ESTB	6/4/99	1
64783	CPL	G.B.	WATSON	229	STHN LOG BN	7/4/99	12
185635	CPL	G.E.	BETHEL	422	STHN LOG BN	11/4/99	11
2806558	CFN	M.	McKELVIE	412	5 AVN REGT	11/4/99	4
316081	WO1	D.J.	BREUST	021	AVN SPT GP WKSP	12/4/99	26
183818	CPL	M.T.	LYNCH	411	5 AVN REGT	13/4/99	12
131529	WO2	P.J.	WIDT	006	STH QLD LOG GP	18/4/99	25
49986	LCPL	R.J.	CLARK	229	STH QLD LOG GP	18/4/99	20
239891	CPL	B.A.	LUPTON	418	1 JSU	18/4/99	8
1800231	CFN	D.M.	WALDRON	420	JLU-N	18/4/99	7
239894	CPL	C.A.	MERCER	229	85 TPT TP	24/4/99	8
455326	CFN	B.G.	DERMODY	146	B SQN 3/4/ CAV REGT (APC)	24/4/99	10
329534	CPL	S.A.	KEEVERS	229	B SQN 3/4/ CAV REGT (APC)	26/4/99	10
3805784	CFN	S.L.	YOUNG	420	4 RAR (CDO)	27/4/99	5
327991	SGT	D.A.	HUTCHISON	412	ARMYLMSON	30/4/99	12
226870	SGT	G.R.	SOMERVILLE	420	STH QLD LOG GP	2/5/99	21
185638	CFN	B.	WEGENER	229	STH QLD LOG GP	2/5/99	11
47190	WO1	P.J.	HALL	013	AMMA	3/5/99	25
187348	CFN	C.W.	WEINHEIMER	422	10 FSB	4/5/99	8
180033	WO2	D.L.	SPANN	007	AAEA	10/5/99	20
326658	CPL	W.	STAGEY	412	5 AVN REGT	14/5/99	14
319734	CPL	B.N.	BREUST	229	BANDIANA LOG GP	17/5/99	22
238968	CPL	D.C.	COONEY	411	AVN SPT GP WKSP	20/5/99	9
5803791	CFN	M.K.	HENWOOD	510	TRG FORCE ESTB	20/5/99	2

REGT NO.	RANK	INIT	SURNAME	ECN	UNIT	DATE	YRS SERVED
185705	CPL	B.A.	THOMSETT	418	17 CONST SQN	21/5/99	10
3794832	WO1	K.N.	EDWARDS	013	AMMA	23/5/99	30
F3806092	CPL	T.A.	STANDING	412	5 AVN REGT	23/5/99	5
555954	CFN	B.C.	SCOTT	229	13 BASB	27/5/99	12
187318	CFN	S.J.	PHILLIPS	229	BASC ROCKHAMPTON	8/6/99	8
1808516	CFN	B.J.	URRY	500	ALTC	9/6/99	1
325379	CPL	W.R.	GIFFORD	226	6 RAR	10/6/99	16
6800205	CFN	P.A.	BRYAN	229	1 ARMD REGT (TANK)	13/6/99	5
238290	CPL	B.E.	SUTHERLAND	146	DCSC-SYD CENT	14/6/99	10
2811656	CFN	D.R.	STROBEL	510	TRG FORCE ESTB	22/6/99	1
185032	CFN	D.R.	POWER	229	7 CSS BN	30/6/99	11
237890	CPL	D.J.	CROUCHER	411	5 AVN REGT	1/7/99	11
2802907	CFN	T.E.	DE FRISKBOM	422	1 CSS BN	1/7/99	7
321990	CPL	M.W.	CORNELL	229	1 CSU	2/7/99	20
3805802	CFN	S.L.	WEGENER	420	2 CAV REGT (RECON)	2/7/99	6
227556	WO2	A.R.	BOWIE	007	AAEA	4/7/99	20
227769	WO1	M.	PEEL	013	AAEA	4/7/99	20
187302	LCPL	M.R.	CULLEN	229	10 FSB	4/7/99	8
227882	WO2	R.L.	McCLOY	006	HQ 1 BDE	5/7/99	9
316064	WO1	N.R.	LEWIS	013	2/14 LHR (QMI) (RECON)	5/7/99	16
227573	WO1	B.I.	TUCKER	007	AAEA	5/7/99	20
169096	SGT	B.	ROBB	229	4 FD REGT	5/7/99	20
361083	CPL	J.B.	STOW	235	10 FSB	5/7/99	7
4102671	CPL	M.B.	HOGAN	412	5 AVN REGT	7/7/99	7
5803448	CFN	S.	ZALEWSKI	502	TRG FORCE ESTB	9/7/99	0
315154	SGT	B.J.	SKINNER	229	STH QLD LOG GP	11/7/99	27
1106561	CFN	N.S.	MONTGOMERY	226	STH QLD LOG GP	11/7/99	10
227237	WO2	P.S.	HOLLMAN	331	ALTC	12/7/99	21
326096	SGT	J.W.	STEWART	146	23 FD REGT	12/7/99	15
238848	CFN	M.E.	FISCHER	146	SASR	12/7/99	10
239450	CFN	P.	PAPANIKOLAOU	229	STH QLD LOG GP	13/7/99	9
3804925	CFN	M.J.	SMIT	411	AVN SPT GP WKSP	16/7/99	7
223975	WO1	K.J.	CHAMBERS	021	ARMYLM SQN	18/7/99	25
2308187	CFN	S.H.	BROWNING	146	10 FSB	18/7/99	10
2802902	CFN	A.S.P.	WRIGHT	422	7 CSS BN	18/7/99	7
236312	LCPL	W.L.	PENNAY	229	STH QLD LOG GP	19/7/99	12
237385	CPL	R.J.	PALMER	146	6 RAR	20/7/99	11
123980	WO2	G.A.	KAVANAGH	006	MNRE	26/7/99	23
1807986	CFN	P.C.E.	FAWCETT	229	7 CSS BN	26/7/99	4
6800049	CFN	D.W.M.	SMITH	418	8/12 MDM REGT	26/7/99	7
328789	CPL	D.V.	BLOOR	146	9 RQR	31/7/99	11
2802909	CFN	G.J.	JENKINS	420	1 CSS BN	1/8/99	7
289520	SGT	R.J.	MILES	229	13 BASB	2/8/99	16
4400641	CPL	R.	DI BLASIO	420	LOCAL ADMIN (AHQ)	2/8/99	20
183249	CFN	T.J.	THOMAS	411	AVN SPT GP WKSP	6/8/99	13
185736	CFN	D.A.	McKINNON	229	STH QLD LOG GP	7/8/99	10
F3805034	CFN	T.A.	STEVE	146	ARTC	9/8/99	7
49978	WO2	A.D.	AGNEW	418	DCSC-SVIC	9/8/99	20
2813854	CFN	J.P.	HUNT	510	ARTC	12/8/99	1
235763	CPL	A.B.	CROCKETT	229	5/7 RAR	15/8/99	12
180127	WO2	J.H.	REITER	007	STH QLD LOG GP	15/8/99	20
321533	SGT	M.W.	HUGHES	146	DCSC-SVIC	16/8/99	20
553947	WO2	T.P.	REYNOLDS	006	ALTC	19/8/99	18
330847	CFN	N.R.	BAKER	412	AVN SPT GP WKSP	20/8/99	8
1106629	CFN	W.P.	RIXON	412	5 AVN REGT	21/8/99	2
47270	WO1	T.L.	STACEY	013	AAEA	22/8/99	25
224052	WO1	S.E.	GILLET	013	STH QLD LOG GP	29/8/99	25
2802899	CFN	W.T.	WALSH	146	5 AVN REGT	30/8/99	7
2817637	CFN	C.G.	BUCK	502	TRG FORCE ESTB	3/9/99	0
329538	CFN	R.M.	HENDERSON	229	3 CER	5/9/99	10
17221	CFN	M.	VESOVIC	229	STH QLD LOG GP	5/9/99	16





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